The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1727.—Vol. XXXVIII. LONDON, SATURDAY, SEPTEMBER 26, 1868. (WITH SUPPLEMENT) {STAMPED .. SIXPENCE, UNSTAMPED .. FIVEPENCE

MR. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(Established 1842.)

HOLDERS of mining shares difficult of sale in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.

FOR SPECIAL SALE—100 Prosper United, at 8s. net.
BUYER of West St. Ives.

MR. JOHN BUMPUS, 44, THREADNEEDLE STREET,
has FOR SALE the following shares, free of commission :—

30 Australian United (Gold), 16s. 3d.	50 Frontino, 14s. 3d.	25 Prosper United, 13s 6
50 Anglo-Brazilian, 11s.	5 Great Wh. Vor, £11¾	40 Princess of Wales, 5s 3
50 Carn Camborne, 4s 9d	15 Gt. No. Downs, £2 1s	50 Port Phillip, 50s.
20 Clifford, 21s. 3d.	25 Gt. Retallack, £3 7 6	50 Royalton, 21s. 6d.
35 Chontales, £2 7s. 6d.	10 Great Laxey, £18.	1 South Caradon, £340.
20 Chiverton, £3 1s. 6d.	25 Gt. No. Laxey, 17s. 6d	10 StJohn del Rey, £19½
50 Drake Walls, 7s.	50 Gawton United, 27s.	1 West Tolgus, £50.
50 Don Pedro, £3¼.	5 Herodsfoot, £40.	50 W. Drake Walls, 9s.
40 E. Grenville, £2 8 9	20 Hingston Down, 6s 6d	5 Wt. Chiverton, £61¾.
35 E. Carn Brea, 5s. 6d.	5 Marke Valley, £7 11 3	30 West. P. of Wales, 8s.
35 E. Chiverton, 18s 6d	20 No. Wh. Crofty, 30s.	25 Wh. Grenville, 24s 9d
25 Frank Mills, 37s. 6d.	50 New Wh. Lovell, 16s.	5 Wh. Trelawny, £9.
	50 No. Treskerby, 7s 6d	50 West Wh. Kitty, 6s 3
	5 Providence, £23¾.	

BUYER of East Caradon, Prince of Wales, East Lovell, and West Chiverton at fair market prices.

MR. WILLIAM WARD,
STOCK AND SHAREDEALER,
No. 29, THREADNEEDLE STREET, LONDON, E.C.

MR G. D. SANDY, STOCK AND SHAREDEALER,
No. 48, THREADNEEDLE STREET, LONDON, E.C.
TAMAR VALLEY.—My advice is, buy these shares. Full particulars on application.

MESSRS. WILSON, WARD, AND CO.,
STOCK AND SHAREDEALERS,
16, UNION COURT, OLD BROAD STREET, LONDON, E.C.
BUYERS of New Great Consols shares.

MR HENRY MANSELL,
STOCK AND SHAREDEALER,
No. 44, THREADNEEDLE STREET, LONDON, E.C.

JOHN RISLEY, (SWORN) STOCK AND
SHAREBROKER, 48, THREADNEEDLE STREET, LONDON, E.C.
Business transacted in the British Funds, Railway and other Stocks, Foreign Bonds, &c., on the usual commission, 1¼ per cent. on mining and other shares, above £2; and at £2 and under 6d. per share.
Bankers: London and Westminster, Lothbury.

MR. JAMES HUME, STOCK AND SHAREDEALER,
74, OLD BROAD STREET, LONDON, and MINING EXCHANGE.
WHEAL MARY FLORENCE.—Full particulars of this rising mine on application to Mr. HUME.
Every description of share negociated.
Bankers: The London Joint-Stock Bank.

MR. EMANUEL BEAZLEY,
STOCK AND SHAREDEALER,
3, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.
TAMAR VALLEY.—The works at this mine are reaching a highly interesting stage. I have every confidence in the management, and also in the value of this property, and strongly recommend the purchase of these shares at their present low prices. Full particulars on application.

BARTLETT AND CHAPMAN, STOCK AND
SHAREDEALERS, 2, BUCKLERSBURY, LONDON, E.C.
LOVELL CONSOLS.—This mine continues to improve, the lode being now worth £30 per fathom. We are desirous our friends and clients should secure an interest without delay. It is beyond doubt that this will be a valuable mine when the lode is cut in the 12 fm. level, and shares must have a great rise in price. Specimens of the tin from the adit level can be seen at our office, and plans of the district can be had on application.

BARTLETT AND CHAPMAN'S "INVESTMENT CIRCULAR AND FINANCIAL RECORD" for September is now ready, and contains a *resumé* of the Financial Business of the months of July and August, Meetings of Dividend and Progressive Mines, Bank Returns, Interesting Articles on Lovell Consols, Great South Chiverton Mines, and the Recent Gold Discoveries in Queensland and South Africa. Post free on application.
2, Bucklersbury, London, E.C.

JAMES SCOTT AND CO., STOCK AND SHAREDEALERS,
14, PINNER'S HALL, OLD BROAD STREET, LONDON, E.C.
J. S. and Co. are BUYERS and SELLERS, for cash or the account, of shares in any of the undermentioned mines, at quoted or INTERMEDIATE prices (free of commission) :—

Anglo-Brazilian	9s	to 11s	Marke Valley	£ 7⅞	to £ 7⅝
Bedford Consols	10s	„ 11s 3d	North Treskerby	6s	„ 8s
Brynpostig	£ 1⅞	„ £ 2⅛	Pestarena	2	„ 2⅛
Chontales	2⅛	„ 2⅜	Port Phillip	1¼	„ 1⅜
Chiverton	2⅛	„ 2¾	Prosper United	7s 6d	„ 10s
Chiverton Moor	6⅜	„ 6⅝	Prince of Wales	39s	„ 41s
Don Pedro	3 1 6	„ 3 3 4	Rossa Grande	16s 6d	„ 19s
East Carn Brea	5s	„ 7s	South Condurrow	¼	„ ⅜
East Grenville	2¼	„ 2½	South Darren	1⅜	„ 1⅝
East Lovell	6½	„ 7	St. John del Rey	18½	„ 19¼
Frank Mills	27s 6d	„ 32s 6d	West Chiverton	61	„ 62
Frontino and Bolivia	12s 6d	„ 14s 6d	Wheal Grenville	1⅛	„ 1⅜
Great Laxey	18	„ 19	Wheal Mary Ann	17½	„ 18¼
Great Retallack	2¾	„ 3¼	Wheal Seton	45	„ 50
Great Wheal Vor	11½	„ 12	Wheal Uny	1¼	„ 1½
Lucy Phillips	2	„ 2½	Yudanamutana	2 18 9	„ 3 1 3

Money advanced on marketable mine shares at 5 per cent. per annum.
J. S. and Co. having in their employ several of the most experienced and trustworthy mine agents in the United Kingdom, who periodically inspect on their behalf all the *bona fide* mines in Devon, Cornwall, and Wales, are enable to accord to their friends and clients reliable advice as to the present and future prospects of mines they deem worthy the attention of investors.
References will be given to the Alliance Bank and the Bank of England.
J. S. and Co. can recommend several good low-priced shares likely to rise considerably in value within a few months.

MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S,
BISHOPSGATE STREET, LONDON, E.C. (Established 14 years), has FOR SALE the FOLLOWING SHARES, at nett prices :—

50 Anglo-Brazil., 11s 3d	40 E. Chiverton, 17s 6d	10 No. Roskear, £13 18 9
50 Brynpostig, £2.	50 E. Grenville, 48s 9d.	20 No. Crofty, £1 6s. 9d.
30 Bedford Con., 12s. 9d.	10 East Lovell, £6 16s 3d	40 Prince of Wales, 39s 3
30 Cape Copper.	30 East Russell, 3s.	75 Prosper United, 8s.
20 Chontales, £2 6s. 3d.	20 Frank Mills, 32s. 6d.	50 South Darren, 28s. 6d
40 Caldbeck Fells, 9s. 9d.	10 Great Laxey, £18¼.	50 Tamar Valley, 10s 9d
20 Chiverton, £3 1s. 6d.	20 Gt. Retallack, £3¼.	5 West Basset, 15s.
10 Chiv. Moor, £6 11s 3d	5 Great Vor, £11 18s 9d	1 Wt. Chiverton, £61½.
1 Devon Gt. Con., £385.	50 Glan Alun, 6s.	20 W. Gt. Work, £1 16 3
20 Don Pedro, £2 9 6 pm	5 Marke Valley, £7 6 3	1 West Seton, £158.
30 Drake Walls, 7s.	20 New Lovell, 15s.	50 Wh. Grenville, 23s. 6d
20 East Caradon, £3 3 9	1 New Seton, £52.	30 Yudanamut., £31

And is a BUYER of Tamar Valley, Chiverton, Rose and Chiverton, Great South Chiverton, West Godolphin, and Glan Alun at closest market quotations.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 20 years), is a SELLER of the following shares at nett prices :—50 Royalton, 18s. ; 50 Caldbeck Fells, 11s. 3d. ; 100 West Tremayne, 8s. ; 40 Drake Walls, 5s. ; 100 North Chiverton ; 50 Okel Tor, 15s. ; 3 Minera, £180 ; 30 South Herodsfoot, 28s. ; 20 Frank Mills, 32s. 6d. ; 15 Rose and Chiverton ; 100 Gwydyr Park, 4s. ; 20 Chiverton, £23⅞ ; 50 Cuddra, 15s. ; 25 East Grenville, £23⅝ ; 3 Wheal Seton, £46 ; 5 Great Wheal Vor, £12 ; 50 Prince of Wales ; 20 South Darren, £29 ; 200 Bedford Consols ; 100 Redmoor, 4s. 6d. ; 5 Maes-y-Safn, £22¼ ; 130 South Grenville, 5s. ; 20 Gawton, 32s. 6d. ; 200 General Brazilian, 4s. ; 70 Anglo-Brazilian, 11s.
SPECIAL BUSINESS in Minera, Rose and Chiverton, East Chiverton, West St. Ives, Royalton, North Retallack, and East Grenville.

CORNISH AND DEVON MINES.—
FOREIGN GOLD MINES.
PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," of Friday, Sept. 25, No. 498, Vol. X., price 6d. each copy, forwarded on application, contains information on the following mines :—

Chiverton.	North Wh. Chiverton.	Prince of Wales.
Drake Walls.	Great Wheal Vor.	West Great Work.
West Drake Walls.	Clifford Amalgamated.	South Great Work
East Wheal Lovell.	West Caradon.	

With Remarks on the Mining Share Markets, Metal Markets, &c.

INVESTMENT OR SPECULATION.—A SELECTED LIST OF RAILWAYS, BANKS, MINES, COLONIAL SECURITIES, FOREIGN GOVERNMENT BONDS, &c., forwarded to *bona fide* investors on application, in addition to the high rate of interest many of the above are paying, there is now every probability of a great rise in market value.
PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON
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Twenty-three years' experience.
(Two in Cornwall and Twenty-one in London.)
Bankers: The Alliance Bank, and the Union Bank of London.
References given and required (when necessary) in all the principal towns of the United Kingdom.

THE LONDON DAILY RECORD—STOCK AND SHARE LIST—STOCK EXCHANGE SECURITIES. Published every evening at 5 o'clock. It contains the latest prices of railways, banks, mines, foreign stocks and bonds, financial, insurance, and miscellaneous shares, remarks on the daily rise and fall in prices, with advice as to purchase and sales. Annual subscription, £1 1s. ; by post, £2 5s. ; monthly subscription—by post, 4s. ; single copy, 1d. ; by post, 2d.
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E. C. has SPECIAL BUSINESS in Trumpet Consols, Yudanamutana, Don Pedro, and Frank Mills shares, either as a BUYER or SELLER.
A Price List sent free on application.
Bankers: Alliance Bank.

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MR. THOMAS SPARGO, STOCK AND SHAREDEALER,
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Every description of shares BOUGHT and SOLD at the best market prices.

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MR. C. A. POWELL, SHAREDEALER, 78, OLD BROAD
STREET, LONDON, E.C.
BUYER or SELLER of Caldbeck Fells, Prince of Wales, Frontino, and North Treskerby

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., TRANSACTS BUSINESS in all kinds of Securities at closest prices.
SPECIAL BUSINESS in North Pool, West Godolphin, Summer Hill, New Lovell, East Seton, Minera, and West Maria and Fortescue shares.
*** Special information in respect to North Pool and West Godolphin Mines.

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Established Eleven Years.
Bankers: City Bank.
References exchanged in any part of the United Kingdom. Parties of well-known respectability can have stock prior to payment if desired.

MATTHEW GREENE, STOCK AND SHAREDEALER,
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TAMAR VALLEY.—The main features are as follows :—
1.—All preliminary work has been done.
2.—Two fine silver-lead lodes are already discovered ; the ore is very rich, containing from 75 to 100 ozs. of silver to the ton.
3.—The mine is supplied with all necessary machinery. The new engine goes to work at the end of this month, and the agent reports that as soon as the mine is in fork good profits, which mean good dividends, will be at once made. These facts will, I think, justify me in recommending the purchase of the shares.

INTENDING INVESTORS.—The "FINANCIAL GAZETTE," published by Mr. Y. CHRISTIAN, should be consulted with a VIEW to the SAFE EMPLOYMENT of CAPITAL. It contains Original Articles, a Review of the Money Markets, and a selection of investments paying 10 to 17 per cent., and such information as is necessary to guide intending investors.
6, Bond-court, Mansion House, London, E.C.
Bankers: Bank of England.

CHONTALES GOLD COMPANY.—FULL PARTICULARS of the DIFFERENT CLASSES of SHARES can be obtained on application to Mr. J. H. MURCHISON, No. 8, Austinfriars, E.C.

Established Fifteen Years.
MESSRS. WARD AND JACKMAN,
STOCK AND SHAREDEALERS,
No. 1, CUSHION COURT, OLD BROAD STREET, CITY, E.C.
Members of the Mining Exchange, London.
Closing prices, Friday Evening, Sept. 25.

Anglo-Brazilian	£ 3/8	to £ 5/8	North Wheal Crofty	£ 1¼	to £ 1⅛
Caldbeck Fells	5/8	„ 5/8	Prince of Wales	39s	„ 41s
Chontales	2⅛	„ 2⅜	Providence	22	„ 24
Chiverton	3	„ 3⅛	St. John del Rey	19	„ 20
Chiverton Moor	6½	„ 6¾	Tincroft	12½	„ 13
Devon Great Consols	380	„ 390	West Bassett	½	„ ⅝
Don Pedro (prem.)	2⅜	„ 2⅝	West Chiverton	60½	„ 61½
East Caradon	3⅛	„ 3⅜	West Caradon	2	„ 2¼
East Chiverton	15s	„ 20s	West Great Work	1⅛	„ 2
East Grenville	2⅜	„ 2⅝	West Wheal Frances	25	„ 27
East Lovell	6½	„ 7	West Wheal Seton	152½	„ 157½
Frank Mills	1½	„ 1¾	W. Maria & Fortescue	¾	„ 1
Great Laxey (ex div.)	17½	„ 18	Wheal Basset	67½	„ 72½
Great Retallack	3	„ 3½	Wheal Grenville	1⅛	„ 1¼
Great Wheal Vor	11	„ 12	Wheal Mary Ann	16	„ 17
Marke Valley	7⅛	„ 7⅜	Wheal Seton	47½	„ 52½
North Roskear	13	„ 15	Yudanamutana	2⅞	„ 3⅛

Messrs. WARD and JACKMAN are DEALERS in all the above at the close market prices of the day.
Messrs. WARD and JACKMAN will forward a correct list of closing prices and statistical information GRATUITOUSLY on application.
Messrs. WARD and JACKMAN have SPECIAL BUSINESS in Brynpostig Mine, at £2 per share net.
Sept. 25. Bankers: London and Westminster, Lothbury.

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English and Foreign Public Securities of every description Bought and Sold, in any quantities, at the current quotations of the day, free of Commission.
LOANS granted, for one year or any shorter period, on Stocks and Shares having a market value.
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No. 12, Clement's-lane, Lombard-street, London, E.C.
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MINING FIELDS OF THE WEST :
A PRACTICAL EXPOSITION OF THE
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At No. 3, Great St. Helen's, London, E.C.

MESSRS. LANE AND GIBBS, 2, ROYAL EXCHANGE,
LONDON, E.C. (Members of the Mining Exchange), STOCK AND SHAREDEALERS, transact business in all kinds of securities at closest nett prices for cash or account.
SPECIAL BUSINESS in Great Laxey, Anglo-Brazilian, St. John del Rey, Snaefell, and East Phœnix shares.
Bankers : London and County Bank.

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32, POULTRY, LONDON, E.C. ESTABLISHED 1857.
Bankers : London and Westminster, Lothbury, London, E.C.

MR. T. ROSEWARNE, 81, OLD BROAD STREET,
LONDON, E.C.
T. R. has BUSINESS in the following shares, and SPECIAL BUSINESS in those marked *.

*Chontales.	North Downs.	West Chiverton.
Devon Consols.	*North Roskear.	Wheal Buller.
East Basset.	*Prince of Wales.	Wheal Grenville.
*Frontino and Bolivia.	Rossa Grande.	Wheal Seton.
*Marke Valley.	*St. John del Rey.	*Yudanamutana.

BEDFORD CONSOLS.—T. R. is a BUYER of any number of these shares at market prices for cash or time on ; also of West Maria and Fortescue, Chiverton Moor, East Carn Brea, Bedford United, and Caldbeck Fells.
WHEAL CHIVERTON shares have risen this week from a few shillings to £3 and £4 per share. Such is mining : no one knows what an hour may bring forth, at the stroke of a pick, or the blast of a hole.
CHIVERTON MOOR is looking better in the 75 west. Shares should be bought immediately at present price.
Money lent upon good mining shares.
Bankers : Bank of England. Office hours 10 to 4.

MR. THOMAS THOMPSON, MINING OFFICES,
12, OLD JEWRY CHAMBERS, LONDON, E.C.
ROYALTON.—Mr. THOMPSON has nothing further to add to what he has already said in favour of this company. He continues to advise the purchase of the shares wherever they can be met with.

MR. THOMAS THOMAS,
ASSAYER, &c.,
COPPER ORE WHARVES, SWANSEA.

MR. J. N. MAUGHAN, STOCK AND SHAREBROKER
(Member of the Stock Exchange),
No. 2, COLLINGWOOD STREET, NEWCASTLE-ON-TYNE,
Bankers : Messrs. Lambton and Co.

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THREADNEEDLE STREET, LONDON, E.C., are DEALERS, for cash or account, in the subjoined Securities, viz. :—
Consols, Exchequer Bills, and the English Funds.
Foreign Bonds—Brazilian, Dutch, Egyptian, Greek, Italian, Mexican, Peruvian, Portuguese, Russian, Spanish, and Turkish.
Preference Railway Shares and Stocks, Debentures, Bonds, and Ordinary Stocks and Shares.
Colonial Government Securities—Canada, Cape, New Brunswick, Australian, and New Zealand.
British and Foreign Mines.
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Mortgages and Loans negociated in all saleable or recognised valuable properties and securities.
Advances made on Shares and Stocks in anticipation of sales, and all kinds of fiscal arrangements effected to meet the views of holders of really valuable property, yet requiring time to negotiate.

MR. RICHARD TREDINNICK, CONSULTING MINING AND
RAILWAY ENGINEER, OFFERS his SERVICES in the SELECTION of SECURITIES and PROPERTIES to those DESIROUS of INVESTING CAPITAL at these times of commercial depression ; but more especially as regards Mining and Railway Stocks and Shares. He would impress on all the desirability of obtaining correct data ere they embark, as it frequently proves too late to retreat when engagements are entered into before advice is sought. Practical authorities may guard against disasters when applied to in time, but cannot be expected to counteract the effects of indiscreet operations when mischief is already encountered. Consultation fee, One Guinea.
Crown-court, Threadneedle-street, London, E.C.

RAILWAY SHAREHOLDERS, or those thinking of becoming
so, should READ HANNAM and Co.'s JUNE CIRCULAR, free by post from either of their offices,—449, STRAND, LONDON, W.C., or ROYAL INSURANCE BUILDINGS, MANCHESTER.
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Investments may now be made on peculiarly favourable terms in Idaho and Nevada respectively, the richest gold and silver producing districts as yet discovered. The properties noted have been carefully selected and reported on by tried and well-known English agents, and will yield early returns.—Full particulars with JUNE CIRCULAR on application.
MISCELLANEOUS SHARES.—All investors with spare capital and capable of taking advantage of the opportunities afforded by a panic-stricken community, should make careful selections of shares now selling at far below their real value.
For particulars see HANNAM and Co.'s JUNE CIRCULAR, which may be had at either of their offices, 449, Strand, London, W.C., exactly opposite Charing-cross Station and Hotel, or at Royal Insurance Buildings, Manchester.

MESSRS. THOMAS BONNER AND CO.,
MINING AGENTS, MINERAL SURVEYORS, AND SHAREBROKERS,
LLOYD STREET, COOPER STREET, MANCHESTER.
Messrs. THOMAS BONNER and Co. having been engaged in mining pursuits and the management of metalliferous mines for upwards of twenty years, their experience enables them to give their clients the soundest advice. They are always in a position to negociate for the buying and selling of mineral properties in all parts of the world ; and they also undertake the floating of companies for working such properties, if the *bona fide* prospectus, after careful investigation, meets their approval.
T. B. and Co. are also dealers in every kind of mining shares, and having an extensive connection are generally able to deal in shares difficult of sale in the open market, and invite transactions from holders of this kind of stock.

MR. EDWARD BREWIS, STOCK AND SHAREDEALER,
34, OLD BROAD STREET, and 93, BISHOPSGATE STREET WITHIN, LONDON, E.C., has FOR ABSOLUTE SALE, free of commission, and is prepared to receive *bona fide* offers for the same, cash or account, viz. :—50 Frontino and Bolivia ; 25 Chontales ; 100 West Godolphin ; 45 West St. Ives ; 30 Prince of Wales ; 25 Don Pedro ; 50 South Condurrow ; 40 North Treskerby ; 50 Worthing ; 10 Rose and Chiverton United ; 15 Pestarena ; 50 Anglo-Brazilian ; 75 Royalton ; 10 Uny ; 25 Chiverton ; 150 East Bottle Hill ; 50 Lovell Consols ; 80 Glan Alun.
All the above can be subdivided to suit the convenience of purchasers.
Any reasonable offer received for 20 Rosecliff and Tolcarne, and 25 Imperial.
LUCY PHILLIPS AND UNION HILL.—*Bona fide* business in these shares either way.

Original Correspondence.

EASTWOOD COLLIERIES, IN THE EREWASH VALLEY, NOTTINGHAMSHIRE.—No. II.

THE HIGH PARK AND MOOR GREEN PITS.

Section of Strata at High Park Colliery, Nottinghamshire, to the Top-Hard or Rifler Coal, and continued—from the Strata sunk through at Moor Green Pits—down to the Deep-Hard Seam:—

Local name of Strata.	Thickness of Strata. Yds.	ft.	in.
1—Raised pit top.....Yds.	2	2	6
2—Yellow clay	0	2	5
3—Blue bind	1	0	9
4—Do. and ironstone, water	2	0	4
5—Black bind	0	1	8
6—Dark clunch & ironstone	0	1	0
7—Black shale, water	0	0	10
8—White clunch	1	1	4
9—COAL, water	0	0	2
10—Dark clunch	0	0	11
11—COAL, water	0	0	3
12—Dark clunch	0	0	9
13—Blue bind	0	0	9
14—Grey stone, water	0	0	5
15—Blue bind	0	0	7
16—Grey stone	1	2	6
17—Blue bind	3	1	0
18—COAL, water	0	1	1
19—Light clunch	0	2	0
20—Light stone	1	0	0
21—Dark blue bind	7	1	6
22—Black shale	0	0	10
23—COAL	0	2	0
24—Dark clunch	3	0	0
25—Blue bind	1	0	0
26—COAL AND SMUT	0	2	4
27—Light clunch & ironstone	3	2	6
28—Dark blue bind & ditto	8	0	2
29—Dark blue bind	2	1	0
30—Greystone, with smut beds	6	1	0
31—Dark blue bind	0	2	0
32—Whitestone, with bind	4	2	3
33—Dark clunch	0	0	3
34—Black shale	0	0	4
35—COAL	0	0	10
36—Soft sloome	0	0	3
37—Clunch	1	0	3
38—Greystone	2	0	6
39—Stone bind	2	1	0
40—Whitestone	1	5	5
41—Ironstone	0	0	3
42—Dark bind	1	0	8
43—Ironstone	0	0	1½
44—Dark bind	1	0	0
45—Ironstone	0	0	1½
46—Dark bind	0	1	11
47—Ironstone	0	0	1½
48—Dark bind	0	2	7
49—Ironstone	0	0	1½
50—Dark bind	0	2	11
51—COAL	0	2	11
52—Dark clunch	1	2	6
53—Very dark bind	2	2	10
54—STRONG COAL	0	2	3
55—Light clunch	0	1	4
56—Dark bind	0	1	8
57—Light bind	0	1	3
58—COAL AND BAT	0	0	5
59—Clunch	0	1	9
60—Greystone	1	2	6
61—Strong bind	0	1	7
62—Whitestone	0	1	10
63—Ribbony stone	3	1	6
64—Strong blue bind	1	0	4
65—Ironstone	0	0	2
66—Strong blue bind & ironstone	2	2	4
67—SOFT COAL	1	0	0
68—Light clunch	1	0	6
69—Blue bind	1	2	4
70—COAL AND BAT	0	1	2
71—Light clunch	1	2	6
72—Dark stone	2	0	1
73—Light stone	0	0	9
74—Strong bind	1	0	5
75—Ditto and ironstone	8	1	6
76—Black shale	0	0	6
77—Ditto	0	1	6
78—Ironstone	0	0	2½
79—Black shale	0	0	8
80—Ironstone	0	0	2½
81—Dark bind	0	2	9
82—Black shale	0	0	10
83—COAL	0	1	8
84—Strong stone clunch	1	0	7
85—Whitestone	0	0	6
86—Dark bind and ironstone	7	2	8
87—Black shale	0	2	6
88—COAL	0	2	4
89—Bat	0	1	2
90—Strong clunch	2	1	8
91—Bat	0	0	2
92—Clunch	0	1	1
93—Bat	0	0	3
94—Stone clunch	2	0	4
95—Stony bind	6	2	10
96—Black shale	0	0	7
97—Stone clunch	1	0	6
98—Stony bind	2	0	5
99—Bat	0	0	6
100—Clunch	0	1	8
101—Bat and COAL	0	1	7
102—Clunch	0	2	8
103—Stone clunch	1	0	8
104—Stony bind	2	1	0
105—COAL	0	0	10
106—Light clunch	1	0	10
107—Cank	0	1	7
108—Greystone	2	2	0
109—Stony bind	6	0	1
110—Black shale	0	1	0
111—Light clunch	1	2	4
112—Greystone	3	0	6
113—Stony bind	3	1	1
114—Stony bind, very dark	1	0	2
115—Black shale, with ironstone	0	2	3
116—Dark stone clunch	0	1	9
117—Cank	0	1	8
118—Stone	1	2	9
119—Dark bind	2	1	4
120—Stony bind	8	0	2
121—COAL	0	1	9
122—Dark stone clunch	0	1	0
123—Grey clunch	2	1	6
124—Black shale	0	2	8
125—Blue bind	0	2	8
126—Cank	0	0	4
127—Black shale	2	1	8
128—Bind and ironstone	4	1	6
129—SOFT COAL (comb coal)	0	2	6
130—Clunch and ironstone	2	1	0
131—TOP-HARD OR RIFLER COAL	1	2	1
Bottom of High Park pits	105	1	5
Section continued from Moor Green Pits.			
132—Holing sloome	0	0	6
133—Clunch	0	2	1
134—Greystone	1	2	2
135—Blue bind	2	2	11
136—COAL	0	1	1
Total depth from surface	201	1	2

Local names of Strata.	Thickness of Strata. Yds.	ft.	in.
Brought forward .....Yds.			2
137—Clunch	1	1	6
138—Stony bind	4	1	0
139—Ironstone	0	0	3
140—Blue bind and ironstone	4	1	9
141*—DUNSIE COAL	0	2	1
142—Dark bat	0	0	2
143—COAL	0	0	2
144—Dark bat	0	0	4
145—COAL	0	0	1
146—Soft clunch	0	1	6
147—Stone clunch	1	1	0
148—Stone bind & ironstone	1	1	2
149—Stone	0	1	6
150—Blue bind with stone	3	1	3
151—Dark bind	1	2	4
152—COAL	0	1	4
153—Clunch	0	1	4
154—COAL	0	2	0
155—Greystone and ironstone	2	0	0
156—Strong stony bind	5	0	2
157—Cank or Ironstone	0	0	8
158—Blue bind with ironstone	3	2	0
159—Ironstone	0	0	2
160—Dark bat	0	0	5
161—CANNEL COAL	1	0	10
162—Dark bat	0	0	9
163—Stone clunch	0	2	6
164—Hard greystone	1	0	10
165—WATERLOO COAL	0	2	3
166—Bat	0	0	3
167—COAL	0	0	4
168—Clunch	0	1	0
169—COAL	0	1	10
170—Sloome	0	0	8
171—Strong clunch and ironstone	2	0	0
172—Blue bind and ditto	5	1	6
173—Bat or shale	0	0	2
174—COAL	0	1	10
175—Clunch	1	1	0
176—Strong bind & ironstone	3	2	0
177—COAL	0	0	2
178—Clunch	0	0	6
179—Greystone	4	2	0
180—Blue bind	3	2	10
181—Black shale	1	1	0
182—Jay	0	0	8
183—Clunch	0	0	6
184—Strong stony bind	3	0	2
185—Kind stone	0	1	0
186—Strong bind with goskins	6	0	3
187—Pebblestone & ironstone	0	0	2
188—Black shale	0	0	6
189—COAL AND BAT	0	2	4
190—Clunch with ironstone	1	1	6
191—Stony bind with stone bands	6	0	6
192—Dark bind with ironstone	7	2	9
193—Black shale	0	2	4
194—Light bind (Tanyard Rake)	1	1	0
195—Black shale	0	2	0
196—COAL	0	0	4
197—Clunch	0	1	0
198—COAL	0	0	4
199—Stone clunch	1	1	0
200—Cank	0	0	4
201—Stony bind	5	0	6
202—Brown stone	0	2	4
203—Stony bind	0	1	0
204—Ironstone.. (Whetstone Rake.)	0	0	2
205—Stony bind. (Whetstone Rake.)	0	1	9
206—Ironstone.. (Whetstone Rake.)	0	0	4
207—Strong bind (Whetstone Rake.)	0	1	0
208—Ironstone.. (Whetstone Rake.)	0	0	2
209—Strong bind (Whetstone Rake.)	1	0	3
210—Ironstone.. (Whetstone Rake.)	0	0	3
211—Dark bind with goskins.	9	1	0
212—Ironstone	0	0	3
213—Bind	1	2	2
214—Ironstone	0	0	2
215—Light bind	1	2	6
216—Ironstone	0	0	2
217—Black shale	0	1	8
218—Ironstone (Brown rake)	0	0	2
219—Light bind (Brown rake)	1	0	2
220—Ironstone (Brown rake)	0	0	4
221—Black shale (Brown rake)	0	0	1
222—Light bind (Brown rake)	0	0	3
223—Brown ironstone (Brown rake)	0	0	6
224—Light bind	0	1	0
225—COAL	0	0	10
226—Clunch	0	1	0
227—Stone clunch	1	0	7
228—Greystone	0	2	6
229—Stony bind with band of stone	3	1	6
230—Ironstone	0	0	1
231—Black shale	0	1	6
232—Ironstone (Black rake.)	0	0	1
233—Cank (Black rake.)	0	0	8
234—Ironstone (Black rake.)	0	0	4
235—Dark bind (Black rake.)	0	1	5
236—Ironstone (Black rake.)	0	0	2
237—Black shale	1	1	0
238—Strong bind with ironstone	1	1	10
239—COAL (ELL)	0	0	10
240—Clunch	2	0	9
241—Stone	1	2	0
242—Strong bind & ironstone	0	0	10
243—COAL	0	1	1
244—Clunch	0	1	9
245—Light stone	1	0	0
246—Strong bind & ironstone	1	2	8
247—COAL	0	1	2
248—Stone clunch with ironstone	3	1	4
249—Bat and clunch	0	1	0
250—Stone with beds of cank	6	1	0
251—Stony bind	3	0	3
252—Dark stony bind	0	0	10
253—DEEP SOFT COAL	1	0	5
254—Bats	0	0	8
255—COAL	0	0	3
256—Dark sloome	0	0	11
257—Stone clunch	1	2	0
258—Stony binds with bands of stone	0	2	0
259—Strong blue bind	2	1	2
260—Black shale	0	0	9
261—Ironstone	0	0	4
262—Strong stony bind with goskins	8	0	7
263—DEEP-HARD COAL	1	0	8
264—Dark sloome	0	0	7
265—Clunch	0	1	0
263—COAL AND BAT	0	1	3
Total depth	369	0	0

* NOTE.—The particulars of strata from No. 141 are taken from the Moor Green Section.

The following is the explanation of terms in the above Section:—

Local terms, High Park.	General terms.
1. Stone	Sandstone, or rock.
2. Bind	Shale, or metal.
3. Clunch	Fire-clay.
4. Sloome	Soft fire-clay (holing).
5. Cank	Hard rock, or whin.
6. Smut	Half coal and shale.
7. Bat	Carbonaceous shale.
8. Stoney bind	Metal, with layers of rock.
9. Strong clunch	Fire-clay, very hard.

The tubbing in the High Park pits is 90 yards deep (not 55), and that in the Moor Green pits is 60 yards deep (not 90); the water-tight walling at the top of the latter pits is 20 yards deep. The Derbyshire and Nottingham coals are classed as hard and soft coals, according to their divisional structure. Those having the cleats or backs in one way are hard coals, and are worked against the face; those having the cleats crossing each other in two ways are soft coals, and are generally worked on the end, producing by that means larger pieces of coal.

THE SOUTH STAFFORDSHIRE COAL FIELD.—No. III.

An inspection of Earl Dudley's Ramrod Hall Colliery was made on Aug. 29. It is now working the Thick Coal at a depth of 180 yards from the surface; two drawing pits, one downcast and one upcast; winding-engine, a vertical beam-engine, draws one tub, holding 1 ton of coal in each cage; one cage in each pit runs on two wire-rope guides. The gate-roads are driven in the lower coals of the thick seam 7 ft. high and about 8 ft. wide; two are driven together, of this size, in the lower coals from 40 to 50 yards apart, bolt-holes are made between, about 60 yards apart. The gate-roads are first driven out to the boundary, and then the main working by stalls, or "sides of work," is commenced. In this case the extreme boundary was 1300 yards distant from the shafts; the mine has been in operation nine years, and is now being worked back towards the pits. A side of work is made by first driving a bolt-hole out of the gateway, leaving a rib of coal next the gateway, and opening out three stalls, each 10 yards wide, with a 10-yard pillar between, the pillars are cross-holed every 10 yards, 10 yards wide. The side of work when finished would thus be 50 yards in width across the stalls, and from 50 to 70 yards long, according to the distance the stalls are driven, and there will be left standing four or six pillars of coal, each 10 yards square, dependent also on the length of the stalls, and there will be a rib of coal, 8 or 10 yards thick, left all round the side of the work, to insulate it from the other part of the workings.

SECTION OF THE THICK COAL AT RAMROD HALL COLLIERY.

		ft.	in.	ft.	in.
	Roof, white blind strong, black batt	2 feet.			
TOP COAL.—1.	Roofs. coal good	3	0		
2.	Top slipper, coal good	2	0		
3.	White coal, good	1	8		
4.	Lambs coal, good	1	0		
5.	Tow coal, good	3	0		
6.	Brassils coal, good	1	6		
7.	Foot coal, good	2	0	14	2
	Slip batt			0	6
BOTTOM COAL —8.	Slips coal, inferior	1	0		
	Hard stone			0	4
9.	Stone coal, inferior	2	0		
10.	Patchells coal, inferior	1	8		
11.	Sawyer coal, good	4	0		
12.	Benches coal, good holing	2	0	10	8
Total		24	10	25	8

The coal is got by holing in the benches (No. 12). The miners cut the successive layers at the sides of the stalls upwards, by mounting on the fallen coal. This is a work of great danger, as the state of the roof and coal overhead is only imperfectly seen. The roof's coal (No. 1) is left as a roof where it will stand. No timber was used in these stalls: 14 men are employed in a side of work—10 pikemen and 4 fillers. A filler will load 30 tubs per day, which carry 1 ton each; 120 tons per day will thus be got from a side of work. The work is concentrated as much as possible. When a side of work is opened out the coal must be quickly extracted, which reduces the risk from falls, to which this system of work is peculiarly liable. After the stalls are driven the pillars and ribs are thinned, as far as this can be done with any degree of safety. The side of work is then closed up by placing a dam in the bolt-hole, thus excluding the air, to prevent the spontaneous combustion (which would surely ensue if this were not done) of the slack left underground. No fire-damp is produced in this mine, and ventilation is maintained by a small fire near the upcast pit. The coal lies nearly level. Horse-power is used for hauling underground. Generally where the Thick Coal is found near the surface fire-damp is not seen. The usual plan of working and ventilating this seam is by a small airway of 14 or 15 square feet area, driven either above or alongside the main gateway, a few feet apart from it; but natural ventilation is principally depended on, no artificial system is adopted. Pits are frequently sunk; it is usual to see a pair of pits, or more, in every field. It should be observed that in these old pits the Thick Coal has been subjected to a second working to obtain the ribs and pillars left from the previous working, which yield an inferior quality of crushed coal.

When explosions of fire-damp have occurred in South Staffordshire they have been principally in the Thick Coal, in the second-class collieries, and have been attributed to a total absence of ventilation, where, in fact, no provision has been made by proper airways and ventilating power to carry off the gases exuding, though in small quantity, from the coal. Where this has been provided against the airway has been driven in the middle or, more properly, at the top of the seam, which, with a ventilating force in operation, would give natural facilities for the drainage of light gases.

There is another method of working the Thick Coal, which, though it has been in successful practice for several years at the collieries of Mr. GIBBONS, Messrs. FORSTER, and CORNGREAVES, has been but little further adopted in the district. This method is by long wall work, obtaining the coal in two separate workings, the top coal first, and then, after the lapse of a sufficient time for the consolidation of the fallen materials, the second working is made in the bottom coal. By long work the top part of the seam, being the best coal, is obtained without difficulty; the bottom coal, when got, is subject to an imperfect roof, resulting from the first working, and this will occur, more or less, unless the material has become firm and consolidated, which the weight of the superincumbent strata will effect in the period of one or two years. The deep pits will be advantageous in this respect; the shallow ones would require a longer interval of time for consolidation of fallen material.

Those who advocate and retain the old system of working say that it is most economical, producing a greater quantity of large coal than is obtained by the long wall system; and the difficulty with the roof in the second working is objected to, but the long wall system has strong advocates in South Staffordshire, in some persons of experience, who are conversant with both systems of working. If the working of the Thick Coal were to be commenced afresh, with past experience as a guide, we doubt not a more systematic method of working it would be adopted—not the rude method by which it has hitherto, for the most part, been obtained, involving a great waste of valuable coal, and a serious loss of workmen's lives. By the two processes of getting the coal on the long wall system, the small coal is brought to the surface, and may be utilised; timbering is applied for securing the roof, and the faces of work are ventilated without difficulty. The same principles can be carried out in the second working as in the first, by allowing sufficient time for the consolidation of the first series of workings. Should any fresh discovery of coal be made, we trust these advantages will have due weight, in effecting an alteration, and working the coal on the principle of long work. By the method of leaving ribs and pillars, it is stated, about 16,000 tons of coal per acre is obtained; by long wall, from 26,000 to 31,000 tons per acre is obtained. A seam of coal, 30 feet thick, allowing 1-10th off for loss, should produce 35,000 tons per acre.

In the year 1858 there were 182 blast-furnaces built in South Staffordshire, 147 in operation, producing 597,809 tons of pig-iron; and 1945 puddling-furnaces, and 415 collieries in operation. Staffordshire coal is not coked, it is used raw in the blast-furnace. Coke got from North and South Wales, and Durham—

Quantity of coal raised in South Staffordshire in the year 1866	Tons 8,664,966
" used for smelting iron	1,597,875
Quantity of ironstone raised in South Stafford (argillaceous carbonate)	593,000
" sent from North Stafford, uncalcined	137,583
" sent from North Stafford, calcined	340,656

Besides what is imported from Lancashire and Cumberland, Forest of Dean and Northampton, of which the quantity is not known. Blast-furnaces built, 167; ditto in operation, 112; producing 532,625 tons of pig-iron; iron works in operation, 54; puddling-furnaces, 1829; rolling-mills in operation, 275; number of collieries working, 512. Pig-iron from native ores is little made; all-mine pig-iron is now sold for about 3*l.* 10s. per ton; ironstone and gubbin is sold for from 14s. to 15s. per ton of 2640 lbs., when calcined it is sold for from 21s. to 22s. per ton of 2640 lbs. Wenlock limestone, 11s. 6d. per ton; best Thick Coal, west of Dudley, at the wharf 13s. per ton.

FAULTS.—Several large faults traverse this coal field, the principal are the Russell's Hall fault, which measures about 130 yards downthrow to south-west near Blackheath, from thence proceeds in a north-west direction, decreasing to 40 yards downthrow at its west extremity. The Brierly Hill trough faults throw down in opposite directions, each about 80 yards; Brockmoor fault, downthrow to west 100 yards; Corbyn's Hall fault, downthrow to north-west from 40 to 100 yards; Shutend faults, one downthrow to west 100 yards, another downthrow east 50 yards, with broken ground between; Dudley trough faults, 60 yards downthrow; Bald's Hill fault, downthrow to south 140 yards; Darlaston fault, downthrow to south 22 yards; Coxley and Wednesbury fault, downthrow to south, 50 yards; Lanesfield fault, downthrow to south 60 to 70 yards. Many of these faults run into and terminate at the Russell's Hall fault and the Dudley anticlinal. The effect of the Brockmoor, Corbyn's Hall, and Shutend faults is to throw down the measures towards the west, and extend the coal field in that direction. The great Bentley fault, north of Bentley and Walsall, throws the measures down to north 120 yards; north of this fault the Heathen Coal, which had cropped out on the south side, is found at 48 yards depth, and the other seams follow in succession, the rise of strata being to the north-east.

BASALT.—The Rowley Hills are covered by an irregular thickness of basalt, at least 100 feet thick in some parts from the summit, and less in others, the product of volcanic eruption. What exists in the interior of these hills has been but little explored. The interposition of basalt has thrown obstacles in the way of explorations around the hills. Basalt also crops out on Barrow Hill, near Pensnett, at Ponk Hill, near Walsall, and in other small patches. Greenstone is largely diffused and interstratified with the coal measures, and seems to have been deposited contemporaneously with the coal, as it is shifted up and down by faults in the same manner as the coal itself. A bed of greenstone is often found above the Blue Flats, from 8 yards to 25 yards thick (called bluestone by the miners). A pit was sunk 53 yards in this greenstone without any change, and was supposed to be on the point of eruption of the trap. The coal be is seem to have been subject to eruptive force at two distinct periods, one while they were in process of formation, the other some time after their consolidation. Near Barrow Hill basalt is found to take the place of the Heathen Coal, thinning out gradually as it proceeds from the source of eruption. The Thick Coal above this basalt is in an altered and charred state, and is quite worthless.

FORMATIONS.—The coal measures are covered unconformably with the Permian or lower New Red Sandstone: below the coal measures the upper Silurian formation is found—the millstone grit, carboniferous limestone, and the Old Red Sandstone, which come next in order below the coal measures, are here altogether absent. Parts of three different sub-divisions of the Silurian system are found in South Staffordshire—

1.—The Ludlow or Sedgley measures.
2.—The Wenlock, or Dudley and Walsall measures.
3.—The Llandovery sandstone.

By a comparison of the fossil remains the several formations of Sedgley, Dudley, &c., have been identified by Sir R. Murchison with those of Ludlow, Wenlock, and Llandovery respectively.

The Thick Coal is now altogether exhausted in many parts of the district. From the irregular manner in which it has been worked much of it has been got in a crushed state, and a large proportion left underground. A supply from under the Rowley Hills is looked forward to, to come in aid of any deficiency of supply; but the existence of workable coal under these hills is altogether a matter of uncertainty, the interposition of the igneous rocks having hitherto stopped the workings and explorations for coal in that quarter. In the new iron-making districts, by improved mechanical arrangements principally, 1 ton of pig-iron is smelted with 1 ton of coke; this tends to throw old districts, such as South Staffordshire, still further on the decline, where, perhaps, three times that amount of fuel is consumed to a ton of iron made. The adoption of recent improvements in iron making, and the discovery of new fields of its famed coal and iron ore, would greatly alter its position and prospects. The superior quality of South Staffordshire iron made from native ores will always ensure a demand for it to a certain extent. The extensive manufacture of chains and cables, nails, bolts and nuts, shafts and axles, and extensive foundry work, both of heavy and light descriptions, cause a local demand for the wants of these manufactories in the district, including Birmingham, as well as in more distant parts, which may require increased energies in future time to supply.

GENERAL SECTION OF THE CENTRAL AND SOUTHERN PART OF THE SOUTH STAFFORD COAL FIELD, AS GIVEN IN MR. JUKES' GEOLOGICAL SECTIONS.

	Feet
1.—Beds above the sulphur coal	600 to 800
2.—Upper sulphur coal	1
3.—Intermediate measures	140
4.—Little, or Two-foot coal	2
5.—Intermediate measures	2 to 48
6.—Brooch coal	4
7.—Brooch binds, ironstone measures	7 to 20
8.—Herring coal (not known north of Dudley)	1
9.—Pins and penny earth ironstone measures	7 to 30
10.—Intermediate measures, containing the sandstone known as thick coal rock	38 to 157
11.—Broad earth, catch earth, and batt, containing the Ten-foot and Backstone ironstone measures in Pensnett district	6 to 14
12.—Thick coal seam	30
13.—Pouncil batt, containing grains ironstone and whitery ironstone	2 to 8
14.—Gubbin ironstone measures	2 to 8
15.—Table batt and intermediate measures	2 to 28
16.—Heathen coal	3
17.—Intermediate measures	0 to 43
18.—Rubble, or Lower Heathen coal	2 to 4
19.—Intermediate measures (Lamb and brown ironstone)	10 to 33
20.—New mine, or white ironstone	2 to 10
21.—Pennystone measures (blue stone or cakes)	10 to 25
22.—Lower sulphur coal	2 to 9
23.—Intermediate measures	3 to 99
24.—New mine coal	2 to 11
25.—Measures with fire-clay, balls of ironstone occasionally)	2 to 40
26.—Fire-clay coal and partings	1 to 14
27.—Intermediate measures	2 to 10
28.—Gettin rock ironstone (occasional)	4 to 5
29.—Poor Robin ironstone measures	3 to 5
30.—Intermediate measures (sometimes wanting)	0 to 9
31.—Rough hills white ironstone (occasional)	2 to 19
32.—Bottom coal	3 to 12
33.—Intermediate measures	18 to 50
34.—Gubbin and Balls ironstone (great or bottom Gubbin)	3 to 10
35.—Intermediate measures	18 to 50
36.—Singing, or mealy grey, coal (occasional)	2 to 4
37.—Intermediate measures	16 to 50
38.—Blue flats ironstone	2 to 9
39.—Intermediate measures	10 to 14
40.—Silver threads ironstone	4 to 7
41.—Intermediate measures	6 to 15
42.—Diamonds ironstone	2 to [illegible]
43.—Lowest measures, maximum thickness below the Diamonds ironstone to the Silurian strata	50

RECENT NEW ZEALAND GOLD DISCOVERIES—No. IV.

SIR,—As the gold fever is rapidly spreading, we may presently expect to see all Taranaki and the South transporting themselves thither. This discovery, as I before observed, has wrought a sudden and mighty revolution in this corner of the province. A new township has just been surveyed, barely 30 acres in extent, for the accommodation more particularly of the hired miners. This site has been leased from the natives for a term of 21 years, at a rental of 1000*l.* per annum, to an English speculator, who immediately underlet it for four times that amount. Fortunes are realised here in a few hours. Hard by is the Government town of Shortland, the site of which has also been leased from the natives. It is the creation of only a few months, already half the size of Wellington, and manifestly destined soon to be much larger than the last-mentioned place. There are hotels, boarding-houses, restaurants, &c., banks, theatres, music halls—in brief, all the principal elements of a great and flourishing city. This, as you may imagine, is a bitter pill for the stomach of the Wellingtonians, who schemed so deftly for the transfer of the seat of Government to their own town. The needle of prosperity is once more pointing steadily to the north part of the island, and henceforth, as a matter of course, all the immigrants will gravitate to the province of Auckland, for some time to come at least, for I assure you a man possessed of a few hundreds, and exercising ordinary circumspection, may coerce Dame Fortune, and not impossibly become a millionaire.

In the lottery urn of the Taranaki, or Thames Gold Field, the prizes are much more numerous than the blanks. A company with a capital of 5000*l.* judiciously laid out, according to the average yield of gold at the present time, might safely pay quarterly dividends of 100 per cent. for some years. There is one thing which is worth noting—the climate of New Zealand, especially the northern part, is, without exception, the healthiest in the world, as the statistics will show; added to which, living is about one-half what it is in most other gold

fields. Looking at the cost and means of transit direct from England, it will be found that by the Royal Mail steamers, *via* Panama, sailing on the 2d of every month from Southampton, 48 days only are occupied to Wellington, and the expense about 50 guineas. If the longer but cheaper voyage by sailing vessels be adopted, 90 days is the average time from London or Liverpool. New Zealand, irrespective of the incomparability of its climate, will compare advantageously with any gold field yet discovered. For instance, the New Victoria gold fields, on the Limopope, in Africa, latitude 21° south and longitude 29° to 30° east, the cost is 20*l.* for a third-class passage from London to Natal by the Royal Mail steamers, sailing on the 8th and 23d of every month; and from thence *via* Durbon, and overland to the Victoria, 30*l.* more are consumed. Wherever time or money are considered, it will be found that New Zealand has every advantage over all other old or new gold fields, and is beyond the pale of any "wild cat" schemes, as our Yankee friends commonly call mythical mining enterprise.

And now, Mr. Editor, I must close my letter upon the subject, trusting that our Antipodean friends may long prosper, without witnessing the fulfilment of Macaulay's New Zealander viewing the ruins of St. Paul's in this fair island of Britain.

JOHN E. SMITH,
Her Majesty's Civil Servt

[For remainder of Original Correspondence, see to-day's Supplement.]

GEOLOGICAL NOTES ON IRON ORES.

Whilst so much attention as at present is being directed to the diffusion of technical knowledge amongst practical men, such contributions to our popular scientific literature as that of Mr. M. A. MOON will be received with considerable interest. For some time past Mr. Moon has devoted himself to the study of the Hematite Deposits of West Cumberland and North Lancashire, and he has now supplied us with the results of his researches in a collective form in the shape of a pamphlet,* printed for private circulation. The information given is precisely of that character likely to prove valuable to the man of business, whilst from the importance which hematite ores now occupy in connection with our iron manufacture, the subject is a particularly attractive one. The iron ores in which we are specially interested are found more or less in combination with oxygen. Those containing the least quantity of oxygen are called magnetic ores—these are somewhat rare as commercial ores in England and France, but are extensively worked in Norway, Sweden, and Russia, where they are smelted with charcoal, and yield the finest iron, fit for the manufacture of steel. When pure, they contain about 72 per cent. of iron and 28 of oxygen. Next we have our favourite red hematites, including the specular and micaceous ores, and which contain more oxygen and less metallic iron than the magnetic ores. When the red hematite is mixed with clay it is known as red ochre. The purest of these ores yield about 70 per cent. of iron and 30 of oxygen. Thus, the Cleator Moor iron ore yields, upon analysis, 90¼ per cent. of peroxide of iron; 1-10th per cent. of protoxide of manganese; a little over 1 per cent. of alumina and lime, and very small portions of phosphoric and sulphuric acid. The Gillbrow ore, Ulverstone, contained 86½ per cent. of peroxide of iron; 2-10ths per cent. of protoxide of manganese; rather more than 4 per cent. of lime and magnesia; and 3 per cent. of carbonic acid.

The next group of ores to be mentioned is the brown hematite group, otherwise called limonite—a hydrate peroxide of iron. The colour varies from dark brown to ochre yellow. Brown iron ore is softer, more brittle, and less heavy than red, but it resembles red ore in the fibrous structure of its kidney-like development. Bog ore and pea ore also belong to this group of ores. Another variety to be mentioned is an aluminous ore, the best specimens of which are to be found in Ireland, not far from Belfast. It contains a large percentage of alumina, and consequently is not only valuable in mixing with ores or limestones in the blast-furnace, but it is said to be useful in protecting the interior of the furnaces from the destructive heat. Then come the carbonates, from which the iron of commerce is principally obtained. There are two kinds of the carbonate of iron—one is the sparry or crystalline variety, sometimes called spathic iron, or iron spar, which is somewhat rare in this country. When found in a state of crystallisation it presents the forms of a rhombus, like calc spar, but, although resembling calc spar in its general appearance, it is distinguished from that mineral inasmuch as it is harder, heavier, and capable of becoming magnetic when heated by the blow-pipe. The other kind of the carbonate of iron is a complete species, mixed with large quantities of clay and other earthy substances. This kind includes the ironstones, which are found either in stratified layers, as claybands and blackbands, or in nodular concretions. The clay iron ore is generally of a yellowish brown, or reddish grey colour. Its texture is close grained, but is easily scratched by a file or any hard substance. The sparry variety turns brown without melting when exposed to the flame of the blow-pipe, but the compact kind becomes black when subjected to the same action. The blackband ironstone, when abundant, is very valuable; it is easily smelted, inasmuch as there is often sufficient coaly matter combined with it to calcine the ore without any additional fuel. The spathose ore of Weardale yields in round numbers—50 per cent. of protoxide of iron; 2½ per cent. of protoxide of manganese; 6½ per cent. of lime and magnesia; and 38 per cent. of carbonic acid. The Cleveland ironstone contains—40 per cent. of protoxide of iron; 3½ per cent. of peroxide of iron; 1 per cent. of protoxide of manganese; 19 per cent. of alumina, lime, and magnesia; and 23 per cent. of carbonic acid. The ironstones of Derbyshire and Staffordshire give, when analysed, similar results to those of the Cleveland district. The iron deposits of Lincolnshire, Rutland, and Northamptonshire are not generally quite so rich in iron as those of Cleveland, although found in similar conditions. The blackband ironstone of South Staffordshire contains nearly 25½ per cent. of metallic iron and 30¼ of organic matter. A sample of Scotch blackband gave 53 per cent. of protoxide of iron; 35¼ per cent. of carbonic acid; 1½ per cent. of silica; 6 per cent. of lime, alumina, and magnesia; and 3 per cent. of bituminous matter. Of course, these ores vary in richness in different districts according to their geological position, and the amount of foreign substances with which they are associated.

But there is another variety of the carbonate of iron to which the attention of chemists and ironmasters is beginning to be drawn—the heavy, compact, coaly-looking stones often associated with coal seams, and when broken up the yellow granulæ thereof, consisting of iron pyrites, have led the miners to call them "brasses." When analysed, one variety is found to be so composed as to entitle it to be ranked with the crystalline carbonates of iron, while the rest stand high as argillaceous ores. These coal brasses have been till lately consigned to the debris heap, but for some years they have been used in the Nant-y-Glo blast-furnaces, and employed as "fettling" material after calcination in the puddling furnaces of Ebbw Vale Works; it is manifest, therefore, that the richest ores are those containing the smallest quantity of oxygen, the magnetites; next, the peroxides, or those which have a larger proportion of oxygen, the hematites; and the poorest are the carbonates of the oxide. But if the carbonates of iron are the poorest in quality, they are the richest in another sense—in quantity. They are the most easily smelted, and the nearest to the coal measures—very important considerations in the estimation of ironmasters in the manufacture of metallic iron.

With regard to the localities from which the ores of commercial value are obtained, Mr. Moon remarks that the magnetic ores which, as already mentioned, are not much known in this country, are worked, though not extensively, in Cornwall and Devonshire—these ores are usually found in older rocks, such as granite, gneiss, mica slate, clay slate, syenite, hornblende, and chlorite. At the base of Cader Idris, North Wales, indications have been found of valuable magnetic ore, which appear to be developed in irregular masses, with scarcely any covering excepting the soil, and surrounded by rocks of volcanic origin. But, perhaps, the most remarkable deposit of magnetic ore in this country is to be found at Rosedale, Yorkshire. The first discovery of this deposit was at a quarry on the south-west side of the valley of Rosedale, about a mile south from Rosedale Abbey. When this quarry was opened out it was found to consist of apparently a confused mass of ironstone boulders, of an ellipsoidal structure, often 3 or 4 ft. in diameter; the central part of these boulders being generally blue, and consisting of a solid dark oolitic iron ore, with in many cases sandy and solid ironstone crusts around it, and in receding from the centre the iron ore becomes paler, alternating with dark brown purplish layers; the layer then becomes pale brown, and the magnetic character is lost. These changes are evidently due to the action of air and water upon the original magnetic mass. These variations do not occur when the ironstone is covered with other strata, and the magnetic property is strongest where the mass is thickest, showing scarcely any magnetism in places where it is thin or where it has little cover.

The red hematites are chiefly found in irregular masses in the carboniferous limestones and in veins in the primitive rocks. Illustrations of hematite found in veins occur at Knockmarton Fell, and in the mountains on both sides of Ennerdale valley, and especially at the junction of the granite and slate. In Eskdale, veins of hematite occur in the primitive rocks, and at one period were worked, the ore being carted to the nearest station on the Whitehaven and Furness Railway, but it is chiefly from the mountain or carboniferous limestone that vast quantities of hematite are now being extracted. This formation is principally composed of thick beds of limestone and layers of calcareous shale. With regard to the West Cumberland limestones, it will be found that belts of the chief members of the carboniferous system wrap around the western and northern sides of the Cumberland mountains. Between St. Bees Head and Maryport, along the coast, and extending four or five miles inwards from Workington, lies the Cumberland coal field. Then, along the north-eastern boundary of this coal field there is a narrow strip of millstone grit; and, lastly, the area between the millstone grit and the mountains, and nearly touching the coast in its south-western boundaries, is filled up with the mountain or carboniferous limestone. Now, it is from this latter member of the carboniferous system that those immense bodies of red hematite are obtained, for which West Cumberland is so celebrated. Large bodies of red hematite are found not only in West Cumberland, but also in the carboniferous limestone of the northern part of Lancashire, occurring in irregular chasms or hollows in the limestones. Occasionally it is covered with Permian breccia, but more frequently is simply overlaid by the drift deposits of the country.

The chief locality where brown hematite is worked is the Forest of Dean; it occurs like the red hematite of Cumberland and North Lancashire, in irregular masses in the cavernous spaces and fissures of the upper beds of the carboniferous limestone, and the lower beds of the millstone grit, in that part of the country. The limestone, which is locally called "crease," is full of small joints, but observing no regularity in their arrangement. The spaces where the brown ore is extracted are called "churns;" and some of these churns measure 350 yards in length, 14 yards in height, and 12 yards in breadth, and yielding some 60,000 tons of ore.

The spathose or sparry ores of this country have not been much used till they were recently brought into notice by Mr. Attwood, of the Tow Law Iron Works, Weardale. These ores, being frequently combined with lead, zinc, and copper, created a prejudice against their use, but when it is remembered that some of the best "steel irons" on the Continent are obtained from the same sparry ores, the wonder is that they were so long overlooked, and more so that they were cast aside as refuse. In Weardale these ores are found in the veins or lodes of the mountain limestone, and often associated with brown hematite—in fact, in many places you find that the ores have passed from the condition of carbonates into that of oxides and hydrates through the combined action of air and water. In the Brendon Hills, Somersetshire, lodes of sparry ore have been discovered, and are being actively worked at the present time. But the most remarkable deposit of this kind of ore is in Cornwall, where, we are told, it occurs in lodes of about 100 ft. in width, and has been traced from the coast several miles inland. Here, also, where the ore has been exposed to atmospheric and aqueous action, it is found in the condition of brown hematite near the surface, but in lower depths the deposit becomes more and more a pure carbonate of iron. The clay ironstones are more abundant and more widely diffused than the crystalline variety. The ironstones of the coal measures are found in nodular concretions, "alternating with coal-bearing deposits," and at other times in regular bands or stratified layers. In Yorkshire, Lancashire, Derbyshire, North and South Staffordshire, and Wales, a great variety of ironstone beds occur. In some districts the beds of coal and ironstone are separated from each other by clays, shales, and sandstone of great thickness, while in others they are only separated by thin partings, as in the South Staffordshire coal field. The blackband ironstone, first discovered in Scotland by David Mushet, in 1801, has since been found in other parts of Scotland, as well as in Shropshire, Staffordshire, and Wales.

But of all the discoveries of the carbonates of iron none is more remarkable than the finding, some 18 or 20 years ago, of immense beds of ironstone in the Cleveland district, the northern part of Yorkshire. Cleveland has always been celebrated for its fertile meadows and picturesque scenery of hill and dale, but now it is gaining a different kind of celebrity from the development of its ironstone resources. It has become one of the most productive iron-making districts of the United kingdom. The Cleveland ironstone bands extend over a region of several hundreds of square miles, and each mile yielding, according to the calculation of one geologist, 6,000,000 tons of iron, which quantity would supply the demands of Great Britain at our present rate of consumption for more than 12 months. Hence it follows that if these seams of ironstone prove to be as productive in future as in present explorations, there is sufficient material to supply the iron furnaces of England for hundreds of years to come, without any supplies from other districts. Similar iron deposits to the foregoing are found in the lower beds of the oolitic formation in Northampton-shire, Lincolnshire, and Oxfordshire. They differ from the Cleveland in having generally more silica and less alumina than the latter. But it is scarcely to be expected that, accessible as the iron deposits of these counties are, they can ever successfully compete, unless some fresh advantageous discovery is made, in making bars of iron with the Cleveland district, so near to an excellent coal field.

* "Geological Notes on Iron Ores, with Special Reference to West Cumberland and North Lancashire Hematite Deposits." By M. A. MOON, F.G.S. Whitehaven: The *Herald* Office.

FOREIGN MINING AND METALLURGY.

The production of coal in the French department of the Pas-de-Calais last year compared as follows with the production in 1866:—

Concession.	1866.	1867.
Dourges	Tons 113,968	Tons 123,124
Courrières	232,907	224,131
Lens	355,976	363,047
Bully-Grenay	174,413	165,388
Nœux	192,424	178,222
Bruay	86,358	99,042
Marles	86,144	90,962
Ferfay	79,512	72,923
Auchy-au-Bois	40,583	45,114
Fléchinelle	4,954	8,222
Liévin	30,666	38,642
Cauchy-à-la-Tour	18,424	9,348
Vendin	28,222	34,268
Meurchin	67,292	46,322
Carvin	72,144	71,822
Ostricourt	13,824	17,482
Douvrin	23,573	19,751
Hardinghem	7,194	1,854
Total	1,628,574	1,609,664

It will be seen that the collieries which are still making progress are Bruay, Dourges, Lievin, Lens, Vendin, Marles, Auchy-au-Bois, Ostricourt, and Fléchinelle; all the other workings have seen their production diminished to a more or less sensible extent. In the Moselle, three concessions only—those of L'Hopital, Carling, and Schœnecken—continue to be worked; important exploratory works, undertaken after the Kind and Chaudron process in the L'Hopital Colliery, have been attended, however, with the most favourable results, and have fixed the attention of industrials upon the wealth of the coal basin of the Moselle. Difficulties of working had not hitherto allowed the proprietors of the concessions to derive from them the advantages which they promised, but it is now hoped that they have escaped from the difficulties by which they have been impeded. The result has been a certain return of confidence in local coal mining industry, and there is some probability that the coal of the Moselle may yet sustain on the French markets a useful competition with the coal of Belgium and Prussia. The annexed figures reflect the progress made by the coal basin of the Moselle since 1864:—

Year.	Production.	Value.	Workmen employed.
1864	Tons 149,701	£57,833	1183
1865	151,564	66,468	1365
1866	181,893	88,322	1386
1867	180,670	85,572	1383

The extraction of Petite-Rosselle, in the Schœnecken concession, furnishes nine-tenths of the totals above indicated, and the reduction in the production of Carling in 1867 explains the diminution which the table given above presents as regards last year.

A report addressed by the Prefect of the Haute-Marne on the state of metallurgical industry in the Champagne group observes that the working of the mineral bearings last year sensibly declined in 1867, the production having been about 18 per cent. below that of 1866. The importation of minerals has also sensibly declined. A tendency is, however, reported to an importation of the oolitic minerals of the Meurthe; the forges which have tried these latter minerals have obtained by their mixture with the minerals of the district a more perfect elimination of the siliceous element which predominates in the Haute-Marne minerals, and have been able to produce, with a smaller expenditure of combustible, iron of a quality superior to that obtained by the simple employment of Champagne minerals. The Prefect states that the total number of blast-furnaces has declined to 70, of which 60 only are at present in activity. Their total production in the past year was 11·05 per cent. below that of 1866, and the reduction seems likely to become still more considerable in the current year. The production of casting pig of all kinds was slightly increased in 1867, and as affairs generally slackened to some extent in the foundries, the warehouses of the principal works have become encumbered with a larger stock; the selling prices, like those of refining pig, have experienced in consequence a considerable depreciation. The production of iron in the rolling-mills of the Haute-Marne is stated by the Prefect to have been last year from 7 to 8 per cent. below that of 1866. The forges have sustained themselves pretty well, thanks to the speciality of their production; at the same time, the sale prices of hammered iron have experienced the same reduction as those of other metallurgical products. The Prefect, as a palliative for the evils which he states have affected the industrial district of Champagne, proposes an extension of the canal as far as Donjeux; he also refers to the St. Dizier and Vassy Railway, and expresses a wish that a line from Pagny to Neufchâteau may be carried out as speedily as possible. To refer to matters more connected with the immediate present, we may state that the French iron trade now presents itself under more favourable aspects than are detailed in the lugubrious report presented by the Prefect of the Haute-Marne; orders are tolerably abundant, and did not drought paralyse a number of the hydraulic motors the activity of the works would be general. In Champagne, charcoal-made pig for refining is quoted at St. Dizier at 4*l.* to 4*l.* 1s. 8d. per ton, while mixed pig has made 3*l.* 12s. to 3*l.* 13s. 8d.; local coke-made pig has brought 3*l.* to 3*l.* 2s. 6d.; and that of Moselle, 2*l.* 12s. to 2*l.* 13s. 8d. per ton. First-class merchants' iron from charcoal-made pig is quoted at 8*l.* 12s. to 8*l.* 16s. per ton in warehouse at the works; mixed ditto, 8*l.* 4s. to 8*l.* 8s.; coke-made ditto, 7*l.* 8s., with a scale of 4s. to 8s. per ton per class. First-class sheets (coke-made) have brought 8*l.* 8s. to 8*l.* 12s. per ton; and puddled ditto (charcoal-made), 8*l.* 16s. to 9*l.* per ton, with a scale of 8s. to 16s. per class. In the Moselle group orders for iron are pretty well sustained. Pig finds a regular outlet at 2*l.* 9s. 6d. per ton, and an order has been even secured by a Longwy establishment at 2*l.* 10s. 4d. per ton. All the furnaces are provided with orders, and the stock has completely disappeared. Several new concessions of oolitic minerals were granted in the Moselle in 1867, and a certain number of applications are still under consideration. The production of oolitic minerals in the Moselle in 1867 was 772,097 tons, as compared with 741,443 tons in 1866, showing an increase of 30,654 tons.

The Essen (Prussia) pig-iron market still continues to improve, the stagnation which prevailed for some time having been overcome by the good tone of the market for merchants' iron. A slight upward tendency has, indeed, appeared in pig at Essen, but it can scarcely be regarded as conclusively established, although advices from Silesia announce an advance in pig there also. On the Rhenish market there has not yet been any advance in the prices of pig, which have been as follows:—Grey pig, No. 1, 3*l.* 12s. to 3*l.* 16s. per ton; ditto, No. 2, 3*l.* 7s. 2d. to 3*l.* 10s. 6d. per ton; pig for puddling, 3*l.* 4s. to 3*l.* 8s. per ton. The state of the market for merchants' iron has still further improved in Prussia, as already indicated; orders continue to arrive at the works, which are occupied for five or six months in advance. The Styrum Iron Company, at Oberhausen, and several other houses, have announced by circulars to their clients an advance in the price of merchants' iron of 6s. 8d. per ton. The production of wire is stated to be on the increase in Westphalia; the house of Cosac and Co. has contracted for the supply of telegraphic wire required now in Brazil. The Prussian Government has ordered the sale of the Kœnigshutte Iron Works, in Silesia; it has been determined that all the iron works of the State shall be disposed of by degrees. The production of steel in Prussia is stated to have greatly increased in 1866, as compared with 1865. The great house of Krupp, of Essen, produced, in 1866, 62,500 tons of cast-steel, as compared with 50,000 tons in 1865.

As regards Belgian matters, we may note that the Great Russian Railway Company has decided on adhering to old arrangements, and giving to Mr. Wynans the order for the new plant—25 locomotives and upwards of 2000 trucks—required for the Nicholas (St. Petersburg and Moscow) line, transferred to the company by the State. Notwithstanding the disappointment which some Belgian firms have experienced in not obtaining any share of this important order, the Belgian metallurgical markets have generally improved, orders for merchants' iron having arrived to a considerable extent at the works. Several works being well provided with orders, have been enabled to attempt a slight advance in iron in bars, quotations being carried to 5*l.* 16s., 6*l.* 4s., 6*l.* 12s., and 7*l.* 4s. per ton, for Nos. 1, 2, 3, and 4. It remains to be seen whether this upward movement will be followed by other works, and whether it will be maintained. Plates have been also in good demand. The blast-furnaces are not, however, in a very prosperous position, stocks are increasing in importance, and it is even proposed to extinguish several furnaces. The Charleroi Association of Forgemasters has been addressing the Belgian Minister of Public Works on the subject of the tariff adopted on the various leading Belgian railways. The improvement which has been noticed in the Belgian coal trade is maintained. At the same time, although the stocks on hand have been reduced, they are still considerable, and the extraction remains restricted, especially in the basin of the Couchant de Mons, in which several pits are doing nothing. Large deliveries have been made by railway, but there has been no increase in the deliveries by water. Prices remain without change, and an advance does not appear probable.

Meetings of Mining Companies.

PRUSSIAN MINING AND IRON WORKS COMPANY.

(PREUSSISCHE BERGWERKS-UND-HUTTEN-ACTIEN-GESELLSCHAFT.)

The ordinary general meeting of shareholders was held at the offices of the company, Konigs Allee, Dusseldorf, on Sept. 17,

Mr. W. T. MULVANY (President) in the chair.

The usual preliminaries having been disposed of, the balance-sheet to June 30 and the report of the directors, of which the subjoined are abstracts, were submitted:—

RECEIPTS.—Share capital received	£182,026	0	0
Bills accepted	35,465	0	0
Arrears of purchase money, and mortgages	50,217	0	0
Advance on new issue of shares	23,622	0	0
Interest on shares	7,085	0	0
Sundry creditors	21,119	0	0
Total	£319,534	0	0
EXPENDITURE.—Vulkan Iron Works account	£ 85,800	0	0
Iron mines ditto	19,203	0	0
Hansa Colliery ditto	73,913	0	0
Erin Colliery ditto	64,669	0	0
Zollern Colliery ditto	64,629	0	0
Furniture account, head office	421	0	0
Cash account	148	0	0
Sundry debtors	11,941	0	0
Total	£319,534	0	0

The directors report that, although the meeting is held a month earlier this year, the accounts and balance-sheet are made up to the same date as usual. At Hansa Colliery the No. 2 shaft reached the surface of the coal measures early in February of this year at 67⅔ lachters. At 70 lachters the first coal seam, 3 ft. thick, was met with, another 3 ft. 4 in. seam occurring a lachter below it; these seams evidently belong to the highest lying gas coal group, and dip only 7 or 8 degrees eastward, indicating that the colliery lies near the centre of the basin, on the southern wing of which the Dorstfeld and Westphalia collieries are situated. The shaft has since been sunk to about 103 lachters, and three smaller seams have been passed through. Another 3 ft. seam of coal has been found at 116 lachters, and the measures appear to be identical with the lower Dahlbusch group, the seam lately met with being probably the first of the Hibernia group. The shaft must now be sunk to a depth of 120 to 130 lachters before commencing the coal working; and it will probably be found desirable to fix the main working level at about 150 lachters. Owing to the impossibility of pumping down the water in the old shaft No. 1 with the pumps left in it by the former company, and the difficulty of removing those pumps and the fixed timbering in order to hang in others of more suitable construction, it was determined to abandon it, and, as a more secure and less expensive work, to sink an entirely new shaft north of No. 2, the necessary operations for which have been carried on.

The Cologne-Minden Railway Company is now constructing a third line of rails upon their main line from Dortmund Station to the Hansa side of the bridge over the River Emscher, in order to give the colliery a junction. The necessary additional land has been purchased to make the colliery branch line from that point up to the shafts, with ample room for side lines to accommodate the screening and loading of a large production from both shafts. The earthworks, culverts, &c., are now in a very advanced state, and the lines of rails can be laid by the time that all other arrangements shall be complete for coal drawing before the end of this year.

At the Erin Colliery the coal measures were met at a depth of 98½ lachters in shaft No. 1, on Nov. 15 last year, and the stone drifts for the first working level were commenced at the depth of 116½ lachters. About 128 lachters of galleries have been driven east, west, and south from the shaft, and a connection formed with shaft No. 2, which has been sunk to a depth of 2 lachters below this working level, where the sinking has been discontinued for the present. Shaft No. 1 is still being sunk, and must be brought to a depth of 150, as first proposed, or 160 lachters, as may be found convenient for the formation of the arched galleries of the lower level, and a suitable standage for water. The shafts and upper stone drifts have cut through six coal seams, varying in thickness from 24 to 88 in., lying at an inclination of 47° to 50° towards the north. These seams belong to the upper portion of the so-called Middle group, furnish a good steam and coking coal, and indicate that in the extension of the drift to the south we may calculate on cutting through all the known seams of this group, down to Dickebank and Sonnenschein, while in the extension towards the north it will cut through the Zollverein group of gas coal seams. This colliery continues almost free from water. The Cologne Minden Company have undertaken to facilitate the connection of the Erin and Zollern Colliery with their station at Herne.

At Zollern Colliery heavy tubbing-work has been necessary, the requisite castings having been made at the company's Vulkan Iron Works.

At the Vulkan Iron Works, No. 4 furnace, with its gas apparatus and double hot air-stove, was set to work on Nov. 28 last, and has been working well. The furnace No. 3 has been in blast during the whole year ended June 30 last, and produced 8652 tons of iron, being an average of 23⅔ tons per day. Furnace No. 4 having been in blast from November 28, produced up to June 30 about 3956 tons of iron, being an average of 18 tons per day. Owing to the very severe and stormy weather in the months of December and January, after this furnace was put in blast, and the wetness of the ores, the production in those months did not increase as rapidly as it would otherwise have done, but from the beginning of February to the end of June the production of No. 4 furnace was about equal to that of No. 3. Of the whole quantity produced by both furnaces—12,608 tons—about one-third was grey foundry iron, the rest chiefly grey puddling iron of superior quality, for wire manufacture, and some spiegeleisen. The average selling price has been 3*l.* 15s. 1½d. per ton.

With regard to the company's iron mines, the Kleinsteimel and Käusersteimel Mines, in the Westerwald district, produced 2647 tons of hematite (eisenglanz) and brown iron ore. In the Nassau district the company's mines produced 6138 tons of manganiferous brown iron ore. The exploring operations in the Westerwald and Nassau mines, especially at the Malbländel Mine, have been very successful, and give good prospects of their future profitable working. The iron mines in the Odenwald, which were taken over from the former Vulkan Company, remain still undeveloped, for the want of railway communication; but, as a commencement has now been made with the construction of railways to open up that district, it is to be hoped that the time is not far distant when those mines may be worked with advantage. In the Alfeld district, in Hanover, the necessary searching operations have been completed, and the definitive concessions obtained from the Government for 21 claims, covering an extent of about 16,000 morgens, or upwards of 10,000 English acres. The results of the working of the iron mines, blast-furnaces, and foundry, during the year ending June 30, 1868, including all expenses directly connected with those operations, but not the general expenses of the company or interest upon capital, shows a small profit of 6820 thalers (1023*l.*), which has been written off against the general account of the iron works for interest and share of central management. The development of the Westphalian coal district in general continues to progress so rapidly and steadily, and the prospects of both the coal and iron industries are (subject to the remarks already made with regard to railway accommodation) so satisfactory, that they look forward with increased confidence to the profitable results to be obtained from the full working of the collieries and iron works of this company, so favourably situated as they are, and affording such full command of the various sorts of coal and iron suitable for so many different markets.

The CHAIRMAN congratulated the shareholders upon the present position of the company. Established in May of the memorable year 1866, neither the great war which then commenced, nor the constantly increasing monetary crisis and depression of trade which followed, checked in any important way the progress of the company, or damped the courage and confidence of the shareholders in this large undertaking, and in providing the necessary means for executing the works. In consequence, the company now reaped the advantage, in being able, on the return of commercial confidence and almost universal peace, to enter upon its first working year under most favourable auspices, with the demand for coal and iron rapidly increasing. The company was now placed financially on a solid and permanent basis, with ample means for carrying out its objects. Their shares were held for the most part by very few persons in very large amounts, thus in effect guaranteeing to all those interested, whether share or obligation holders, the main point in such undertakings—the completion of the works, and the most profitable system of working. The progress of the works themselves has been satisfactory; the greatest difficulties, and some of them of an extraordinary nature, have been overcome; whilst the results obtained and developed by the deep coal pits sunk have exceeded our anticipations, showing that they possess in the extensive coal fields, and have, in fact, already reached, the best gas, steam, and coking coals of the Westphalian district, together with the best materials for making fire and other superior classes of brick. The company had been relieved from the necessity of making, at its own cost, the railway to connect its three great collieries with the European net of railways, by the Cologne Minden Railway Company having undertaken to make the line from Herne by Castrop and Zollern to Dortmund. They had at their Vulkan Iron Works tested the various sorts of iron ores, and proved their capability for making all the higher classes of iron; and it only remained, in order to give full opportunity for the development of their own and the iron trade of the country in general, that the influence of the Prussian Government and the self-interest of private railway companies should operate to carry out the projects pressed on them from all quarters for the reduction of the freight on raw materials, which sooner or latter must be conceeded, and for which, as the required means of reducing the cost of production, they alone wait to double their production of iron, and be in a position to compete with other countries in the more ordinary qualities.

After a brief discussion the report and accounts, which had been audited and certified by the audit commission, Messrs. Hürter and Cruys, were unanimously

approved, and the proceedings terminated in the usual manner.—[Since the meeting the second call of 10 per cent. (3*l.* per share) has been made on the shares of the third, fourth, and fifth series, particulars of which appear in the advertising columns of this day's Journal.]

GREAT WHEAL VOR UNITED MINING COMPANY.

A general meeting of shareholders was held at the offices, Gresham House, on Wednesday,—Mr. GEORGE NOAKES, F.G.S., in the chair.

Mr. TRURAN (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

The report of the committee was read, as follows:—

The committee have the satisfaction to state that the man-engine was duly completed and put to work in the early part of August; since then it has continued to work satisfactorily, and is felt to be a great boon to the men, sparing their strength for their labour, as well as saving of time in reaching their several points of operation. Both men and shareholders will greatly benefit by this important addition to the plant. During the last three months some very considerable improvements have taken place in the mine, and although some of the points have declined within these last few days, the condition and prospects of the mines are more encouraging than could be reported at the last general meeting. The late drought occasioned a considerable scarcity of water, which has much impeded the tin dressing; nevertheless, by active exertion in utilising the water that could be got, the returns have been fairly maintained. At no period have the mines been in more active operation; a considerable extent of ground has been excavated. The explorations are being carried out on a large scale, and with the utmost vigour. It is fully hoped that in the next few months the western ground will open up a productive course of ore. The 157 fathom level, west of Ivey's shaft, is much improved, and is now nearly under Edwards's shaft, where there is upwards of 200 fathoms of ground yet unexplored, and which is traversed by the same cross-courses in which Old Wheal Vor and other parallel lodes made their immense deposits of mineral. The committee have long regarded this portion of the mine as one of great promise, and now, on the eve of its development, they trust their hopes may be realised. It may be here stated that from the eastern portion of the mine alone there has been already raised and sold tin ore to the value of 394,925*l.*, out of which, irrespective of the large portion of it that was expended in working and draining the old mine, 71,782*l.* 4*s.* has been divided amongst the shareholders, and which is also exclusive of the tin sale, and dividend to be declared at this meeting. If the price of tin for the last six years had been maintained at its normal value before that period, these results would have been much more favourable to the shareholders. The continued depression in the price of tin, however, and the ore ground of late opened out not being so rich in produce, may render it prudent (as before stated) to await better times, and husband returns. The committee are, however, glad to be able to state that the reserves still give stability to the permanent character of the mine, and to maintain fair quarterly dividends. Should the development of the western ground prove successful, and the prospects east be continued, any improvement in the price of tin would materially enhance the value of the property. Total number of persons employed at the mines in August, 594. Average price per fathom for sinking and driving, 10*l.* 11*s.* 6*d.* per fathom. Average earnings of tutwork men, 3*l.* 4*s.* 6*d.* per month per man.

The report of the agents was read, as follows:—

Sept. 21.—The 216 fm. level cross-cut has been driven north of Metal shaft 20 fathoms, and intersected the lode, which is small and poor; we are now rising on it to communicate with the winze going down below the 204 fm. level, which we expect to accomplish in a few days. The 204 is driven west of shaft 32 fathoms, and for the last 3 or 4 fathoms the lode has been disordered by mundic floors, but at present is more defined, and produces a little tin. The sump-winze in the bottom of this level is sunk 6 fathoms; the lode is 1 foot wide, and worth 15*l.* per fathom. A rise in the back of this level, over the winze, is up 4 fathoms, worth 30*l.* per fathom. The 204 east, on the south part of the lode, south of the shaft, is driven 9 fathoms; the lode is 1 ft. wide, worth 15*l.* per fathom. This lode separated as a branch a few fathoms below the 184, and is in all probability the Metal lode, which formed a junction with Schneider's lode in the 90, and has not been seen apart until now. We are cross-cutting south in the 216 for the same lode, and are daily expecting to meet with it; we regard this lode as a most important feature in the mine. The 194 fathom level, east of the junction, and west of Metal shaft, on the north part of the lode, is now extended 12 fathoms; the lode is at present 1 foot wide, worth 12 per fathom. A winze sinking in the bottom of this level, to communicate with the rise in the back of the 204, is down 4 fms., on a lode worth 30*l.* per fm. The 174 cross-cut is driven 32 fms. south of Metal shaft, but no lode met with as yet. Ivey's shaft is sunk 10 fathoms below the 194 fathom level; for the last 2 fms. we have been sinking on the lode, which is 18 in. wide, worth 20*l.* per fathom. We shall commence to drive the 204 fm. level, east and west of shaft, next month. The 194 fm. level, west of Ivey's shaft, is driven 16 fathoms; the lode is 18 in. wide, worth 15*l.* per fm. A winze sinking below this level, 4 fms. from the present end, is down 4 fms., on a lode 2 ft. wide, worth 20*l.* per fm. A rise in the back of this level, 13 fathoms east of shaft, is now up 6 fathoms, the lode in which is 2 feet wide, and is producing low quality stamping work. The 174 fathom level is driven 60 fathoms west of shaft; the lode is 4 ft. wide, and poor. A rise in back of this level is up 7½ fms.; the lode and branches are 3 ft. wide, worth from 15*l.* to 20*l.* per fathom. The 162, west of shaft, is driven 68 fms.; the lode is 1½ ft. wide, worth 10*l.* per fathom. A rise in back of this level is up 2 fms., on a lode worth 12*l.* per fathom. The 157 is driven west of shaft 96 fms.; this end has greatly improved during the last 4 fms. driving; the lode is 2½ ft. wide, worth full 30*l.* per fathom. This end is now within 2 fathoms of being under Edwards's shaft. We have over 200 fms. of unexplored ground in this direction, which is traversed by the same cross-courses, about which, in the Old Wheal Vor, the lode was very productive, and we look forward to equally successful results. Edwards's shaft is sunk 7 fms. below the 114, sinking about 4 fms. to the north of the lode. After having sunk 3 fms. more we shall cross-cut to the lode. We have 26 fms. to sink to reach the 157, west of Ivey's: this we expect to do in the next six months, as we shall commence to rise from the 157 some time next month. The 114 is driven west of Edwards's shaft 8 fms., on a large, well-defined lode, producing a little tin, but not sufficient to value. During the past quarter our stopes have not yielded such rich quality tinstuff as formerly, but through having greater facilities for drawing our estimated returns have been maintained. We have completed our man-engine to the 120, which proves of immense benefit to the miners, and enables them to do much more labour. We have also made and erected a new shears at Ivey's shaft. All the machinery throughout the mine is in good condition, and working well.—STEPHEN HARRIS, G. M. HENTY, JOHN JAMES.

The CHAIRMAN said, probably from the present depressed market value of their property many of the shareholders expected to hear a much more unfavourable report than that which had been submitted. He was bound to confess that the present value of the different ends was much below what it formerly was, when it was far above the average of the tin mines of the county; and he hesitated not to say that they could scarcely have expected that the deposit would have continued of such an enormous value as it then was, but he could inform the shareholders that within a very short period—within, indeed, the last fortnight—the lode in the 157 fm. level had opened up in a most satisfactory manner. When upon the mine a few days since he saw some rich stones of ore brought from that end—stones, in fact, as rich as he had ever seen brought from the richest part of the mine. The lode was 3 feet wide, 18 inches of which were exceedingly rich. Within the last few days, however, the end had declined in value, which he looked upon as temporary, for in driving the other levels there was a continual variation in the value of the lode. What gave the committee great hope was that such life, so to speak, was found in the "end" approaching this important part of their mine, which they had looked forward to so long as likely to prove highly productive. They all well knew the vicissitudes of mining, and, therefore, it was not for him to say that such and such would be the result, but he could tell them that for some years they had looked forward with interest to the development of this point, and for reasons he had on previous occasions explained. He held in his hands a map which he had made many years since to show the relative position of the western portion of Wheal Metal and Old Wheal Vor. It showed that in Old Wheal Vor, which was the parallel mine to Wheal Metal, some of the richest work was found in the 246 fm. level. He had mentioned this merely to show the chances they had in the ground in the neighbourhood of Edwards's shaft, which was situated between the same two cross-courses, and immediately parallel to where Old Wheal Vor was so enormously rich, the ground being of a similar nature. All miners looked upon those circumstances as indications of a favourable character. East of Metal shaft a very important improvement had also taken place; the agents referred to it as being probably the discovery of Metal separate from Schneider's lode. He might mention that at the 216 a cross-cut was put out north, with a view of intersecting the lode; 20 fathoms had been driven, and the lode having taken a most extraordinary flat underlie was, as expected, cut poor. Still there was hope, for south of the shaft a little branch was observed, which opened up in the 204 a lode worth 20*l.* per fathom. What would be the result development only could show; it might prove as the agents conceived it to be—Metal lode. A cross-cut has been put out at the 216, south of the shaft, and, by the dialling, it is expected that the lode will be cut about 2 fathoms from the shaft, of which 1½ fathoms have been already driven. A considerable improvement had also taken place in the 204 fathom level in sinking a winze, where a large deposit of ore was found to be holding down. The rise above it had been worth from 70*l.* to 80*l.* per fathom, and the winze was worth 50*l.* per fathom, and all he could say was that he had never seen finer stones from any part of the mine. Therefore, although the mine was not so rich in its present ends as when so exceptionally productive, yet the lodes were still alive, and there was a great deal of ground unexplored, and their reserves were considerable, although not of that very rich quality they once were, which would make this difference—that they would have to return more tinstuff for the same amount of tin. It would be imprudent on his part to guarantee or to make any positive statement as to the actual value of the reserves, but it was only fair to the shareholders that they should know, looking at the present apparent public opinion of the mine—that is, if it could be judged from the market value of the shares—that it was only fair, he repeated, that the shareholders should know that, taking the value of the ground driven through, and also the present price of tin—which he hoped was now at its lowest—supposing no further ground were opened out, and, therefore, no further discoveries made, Great Wheal Vor would be able to maintain its present position for 18 months or two years, and he thought the committee had such confidence in the mine as to induce them to believe that, under any circumstances, the quarterly dividends would not be less than 5*s.* per share. That was supposing no further discoveries were made, and whether other discoveries would be made similar to those which had made their mine so highly productive, it was impossible for anyone to tell. There always had been a great belief that the western ground would prove of considerable value, but that could only be ascertained by development. He need hardly say that it would be a great pleasure to him if, at the next meeting, he could only show what he expected to have done ten days since, when he looked forward to meet the shareholders with prospects that had raised his hopes that they were at once about to make some important discoveries. It was, however, for him to state, not what the mine had been, nor what it was likely to be, but what it is at the date of each successive general meeting; he thought he could give them so far confidence in the mine that it was not worn out, that it possessed considerable reserves, and, if it were not so rich as it was, that they would be able at least to maintain their position for a considerable time to come. (Hear, hear.) Having further demonstrated the real position and prospects of the mine and the value of the various points now working by plans and sections, he said he now came to what might be of greater interest to the shareholders—that was, the present financial position of the mine. It was as follows:—

The audited cash account to July 31 showed a balance in hand of				£2935 3 3
Since which date there has been received—Tin sale in August				2993 10 1
" " Tin sale in September				3060 12 1
" " Sundries from the mines				45 15 6
Total				£9035 1 2
And paid—Cost for July	£2095	12	1	
" Sundries, postage, &c.	2	0	0	2097 12 1
Balance (cash and bills)				£6937 9 1
The actual account stands this day as follows:—				
ASSETS—Balance as above				£6937 0 1
LIABILITIES—Cost for August	£2131	10	3	
Salaries, &c.	192	5	0	2323 15 3
Balance in favour of the mines this day				£4613 13 10

The CHAIRMAN said the credit balance of 4613*l.* 13*s.* 10*d.* was somewhat less than the committee were accustomed to place before the shareholders, but looking at all the circumstances, and taking into account the large heavy dead outlay that had been going on for a considerable time was all brought up, and that there was a clear credit balance of 4613*l.* without any claim upon it, the committee ventured to recommend the usual dividend of 7*s.* 6*d.* per share.

Mr. PETER WATSON observed that Edwards's shaft had been sunk but 1 fm. in three months.——The CHAIRMAN said that there had been a great deal of other necessary work to do there, which had interfered with the sinking, but that at present it is being sunk with great speed, and the agents expected to hole the shaft to the 157 within six months.

Mr. PETER WATSON said he had directed attention to the western ground for many years, and he more than ever believed they would have a very rich mine there. The 157 fm. level end west might be considered in whole ground up to surface, and it was the best end they had had in that portion of the mine for some time past.——The CHAIRMAN said he was inclined to think the agents had valued the end rather below its real value.

Mr. PETER WATSON said that this was not the place to talk about the price of the shares, but at the last meeting the market value was 20*l.*, and it is now 11*l.* As neither the position nor the prospects of the mine justified the difference in price, the shareholders should not regard the current quotation as any evidence of the actual value of the property. The best reassuring fact was that the present aggregate value of the different ends was 122*l.* per fathom, whilst the other points to value amounted to 107*l.* per fathom.

The CHAIRMAN said that a most extensive development was going on, and a great deal of ground was being opened out, while the reserves during the past three months had been diminished only 7 tons. The reserves were actually increased during June and July, but during August some of the richer stopes were taken away in order to keep up the returns; the scarcity of water, and the difficulty of getting the tin dressed, had rendered that course necessary.

A SHAREHOLDER asked if there had been any depreciation in the price of tin since the last meeting? He asked that question to ascertain whether if any depreciation had taken place that had any effect upon the market price of shares?

The CHAIRMAN said that tin was about the same price as at the last meeting. Probably the fact that some executors' shares had been thrown upon the market had had something to do with the depreciation in price.

Mr. E. COOKE said the price of the shares was regulated by supply and demand, and if a number of shares were thrown upon the market during a very depressed period the value must, of course, decline. As far as the mine was concerned, nothing had transpired but upon which the shareholders should congratulate themselves. The Chairman had told them there were reserves sufficient to maintain the present dividends for two years, supposing no discoveries were made, and there was no improvement in the price of tin. Few mines were in such a sound position, and being situated in such a district it was scarcely possible to continue explorations without making discoveries.

The CHAIRMAN, in reply to a question from Mr. Peter Watson, stated that they were paying 8*l.* per fathom for driving the 157 fm. level west, while the lode was reported to be worth 30*l.* per fathom.——Mr. PETER WATSON said if they had driven only 4 fms. in the month, and he believed they had driven between 5 and 6, they had opened out 120*l.* worth of tin at that point alone in the month; and, if the usual calculation were taken of 5 fms. up and 5 fms. down, the value of the tin ground discovered monthly in that level was not less than 1200*l.*——The CHAIRMAN said that 2398*l.* would be the credit balance to carry forward after the dividend of 7*s.* 6*d.* per share had been paid, and everything was charged up to the end of August.

Mr. E. COOKE said it was evident Great Vor was in a much sounder position than any other mine in Cornwall.

The CHAIRMAN added that the bills were always regularly charged up, and paid under discount.—The report and accounts were then received and adopted.

A dividend of 7*s.* 6*d.* per share was declared. The committee of management were re-elected. Mr. George Noakes, F.G.S, was re-elected Chairman and managing director, with thanks for past services.

The CHAIRMAN, on behalf of the committee and himself, returned sincere thanks for this renewal of the shareholders' confidence. He hoped and trusted that the mine would so far continue to be profitable as to enable the shareholdcholders to remunerate the committee as they were at present doing, but he had no doubt, if ever the time should come when they would not be able to do so, the committee would not be the last to consider the position of the mine in that respect. He wished to take this opportunity to state that there existed a great necessity for a higher educated class of mine agents, for mining, like everything else, must be progressive to meet the circumstances of the times. There is great competition in all character of mines, those abroad possessing advantages which English mines did not possess, and, therefore, the disadvantages of the latter must be overcome by improved mechanical and other means, and more scientific mining must be adopted to produce satisfactory results. Probably that could not be better brought about than by a better educated class of miners. Great efforts had been made of late to foster and encourage the movement in this direction, and he was happy to say that from the offshoot in Jermyn-street there had been founded in Cornwall an institution which gave the opportunity to the uneducated class of miners to attend lectures on all mining subjects, and he was glad to say that in their own district the institution at Breage had, from a very small beginning, grown to one of great importance. The advantages which the students at the Breage Institution possess in acquiring an every day practical experience as working miners, in combination with their scientific attainments under practical teachers, cannot be overrated, and will fit them for responsible appointments in any part of the world. At present the difficulty appeared to be that, however great the desire on the part of the working miners to gain information, their minds were not sufficiently expanded to understand the lecturer; but he felt perfectly satisfied that this difficulty would soon be overcome. The lectures were listened to with every possible attention, both by young as well as by the old, and the result was that the miners themselves were beginning to see the necessity there was for a greater expansion of their own knowledge and education. Lectures were also delivered upon what he might call the sister sciences of mineralogy, geology, and chemistry, by young men who had duly qualified themselves, having attained that privilege in a very legitimate and proper manner. The authorities at South Kensington send down gentlemen well versed in all these sciences, and they select those young men who have qualified themselves for the position to teach others. He (the Chairman) having the honour of being a member of the council, took a considerable interest in this important movement. (Hear, hear.)

Mr. W. Moates was reappointed auditor.

Mr. E. COOKE proposed a vote of thanks to their worthy Chairman for the courteous manner in which he had presided over the meeting, and also for the very full and explicit description he had given of the mine.

The proposition, being duly seconded, was put and carried unanimously.

The CHAIRMAN appropriately acknowledged the compliment.

The meeting then separated.

NORTH DOWNS MINING COMPANY.

A general meeting of shareholders was held at the offices, Bishopsgate-street, on Tuesday,—Mr. HENRY MILFORD in the chair.

Mr. W. WARD (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed. A statement of accounts, for the four months ending Aug., showed a debit balance of 72*l.* 13*s.* 10*d.* The report of the agent was read, as follows:—

Sept. 21.—King's engine-shaft is down 2 fms. below the 95; I should advise the sinking this month and then commence the driving; the sinking this month would be for a fork. The driving at this point would leave a 12-fathom back which is quite deep enough to draw the stuff from the various winzes, which we shall have to sink both to prove the ground as well as ventilate the same. Price for sinking 30*l.* per fm. The 85 is driven west of King's shaft 16 fathoms 5 feet; during the last 3 fathoms I consider the killas is presenting a better appearance for mineral. I may mention this level is under the elvan, and should the lode prove productive at this point, it is quite a new feature in the mine. This end is driving by six men, at 7*l.* per fathom. The 60 is driven in all 103 fathoms west of King's shaft, a portion of which has been through ore ground—say, about 20 fathoms—varying from 15*l.* to 20*l.* per fathom. Although the present end is not rich, it is presenting a better appearance than for some time past, and producing good stones of ore; price for driving 4*l.* 10*s.* per fathom. The 50 has been driven 96 fathoms; in this level we have a good run of ore ground, which has been a great assistance to our sampling; although this end has been poor, it is now presenting such an appearance as we consider will result in early improvement; price for driving 6*l.* per fathom, value about 6*l.* per fathom. The 40 is driven west of same shaft 75 fathoms; this end has been driven over the elvan; price for driving 6*l.* per fathom. From this level as well as others, you will observe we are proving the mine, both over the elvan and under it. We have a rise in the back of the 50, in advance of the 40 end, up 3½ fathoms, producing good ore, which induces us to expect an improvement in the 40, as well ventilate all our western operations, which will be important for us. The 50, on the south lode has been driven in all 7 fms. from the cross-cut, this end has a promising appearance; price for driving 4*l.* 15*s.* per fathom. The 50 east, on the same lode, has been driven in all 5 fms.; for the whole of the distance it has produced ore, and at this time is presenting a promising appearance; price for driving 6*l.* 6*s.* per fm. We have two stopes in the back of the 60, 9 fathoms behind the end, worth in all 25*l.* per fathom; price for stoping 2*l.* 15*s.* per fathom. We have five pitches working, on an average tribute of 8*s.* 6*d.* in 1*l.* From this report you will see our mine is not rich, which can be partly explained that the late discovery made was a considerable distance in advance of the deeper level, the same having been driving as a trial level to guide us as to our opinion in the development of the mine. I think it right to say there is still everything to induce me to entertain as high opinion of Peever as ever I did. We have set three pitches. We have secured the shaft 4 fathoms below the 30, or 79 fathoms from surface. Erected a whim, &c. Accompaning this report you will receive a section of the mine, which I have obtained from the Messrs. Williams, who worked the mine from 60 to 70 years since. The section will better explain to any person the value of this property than I can in writing, but should any shareholder require any further information, I shall be glad to do the best in my power to supply them with the same.—FRANCIS PRYOR.

The CHAIRMAN moved that the report and accounts be received, adopted, and entered on the minutes. The first thought that would occur to the shareholders was that the report just read was not signed by Capt. Grenfell. He (the Chairman) deeply regretted that in God's providence Capt. Grenfell had been taken from their midst. For the last two years during his (the Chairman's) connection with the company he could bear his testimony to Capt. Grenfell's untiring zeal in the promotion of the company's interests, and a more energetic, conscientious, and straightforward man as a miner it was impossible to find in Cornwall. As to the mine, he (the Chairman) might mention that he visited it some five or six weeks since, and so satisfied was he with its appearance and prospects that he, when he returned to town, increased his interest in the company. Every detail was carried out in the most efficient manner, and there appeared to be every reason to fully justify the statement that the mine should not only not be neglected, but that shareholders should rather increase their present holdings. Capt. Grenfell, whose death they had now to deplore, had told him that North Downs never looked better when shares were selling at 4*l.* and 5*l.*, but that the standard for copper had entirely beaten them. So great a difference had that made, that had the standard been the same as it was a few months since the parcel of ore sold last week for 714*l.* would have realised 1040*l.*; in other words, instead of the mine just paying its way, there would have been a profit upon the four months of something like 600*l.*

Mr. M'CALLAN had not observed that Mr. Pryor had estimated the returns of ore for the current four months.

The CHAIRMAN said he thought he might safely state that as the mine was certainly looking quite as well as it did four months since, the samplings during the current four months would be quite as good as they had been for some time past; he had no doubt about it.

The report and accounts were received and adopted, and ordered to be entered on the minutes.

The CHAIRMAN said that although, owing to the depressed price of copper, the amounts showed a small debit balance, the committee saw their way perfectly clear not to ask for a call in conducting the operations at the mine during the next four months.——A SHAREHOLDER asked what the committee proposed to do with the forfeited shares which they held in trust for the company?—The CHAIRMAN said when the shares are worth 2*l.* per share they would be allotted *pro rata* among the shareholdees at a nominal price. It would be no use offering them in the market, because by so doing they would be simply playing into the hands of the dealers.

The SECRETARY said that when upon the mine a few days since he saw upon the floors a sufficient quantity of ore to guarantee that their samplings would be kept up for some time to come, and at least of equal quality. The ore coming from the back of the 60 was very good, and he hoped and believed that in the 85 fathom level end they would have a good course of ore, and being under the elvan, it would be quite a new feature in the mine. As to Captain Grenfell, no one could possibly more regret his death than he (Mr. Ward). Capt. Grenfell's heart and soul had been, so to speak, in the mine, and he had done everything in his power to make it a success. It was by his persevering efforts that it had been brought from a losing concern to its present favourable position; and he (Mr. Ward) had no doubt that as its development progressed remunerative results would be realised.

Messrs. Milford, Bradley, and Morrell were re-elected the committee of management. It was agreed that the committee be empowered to pay to Mrs. Grenfell 20*l.* or 30*l.* at their discretion.

Mr. MITCHELL (the engineer), in reply to a question with reference to the Peevor sett, explained that there were eight tributers at work at a tribute of 14*s.* in 1*l.*—A vote of thanks to the Chairman terminated the proceedings.

[From BARTLETT and CHAPMAN'S "Investment Circular" for September.]

LOVELL CONSOLS.—This mine has been confidently and frequently recommended by us, and we are gratified to learn facts that completely support our opinions. The mine is within a few miles of the town of Helston, in the parish of Wendron, noted as a Cornwall district extremely rich in tin. The sett belonging to Lovell Consols is surrounded by properties that have given immense profits to the shareholders. Ten lodes from highly productive mines intersect the Lovell Consols property, and from these mines tin to the value of 1,000,000*l.* sterling has been raised, while one of them—Trevenan—paid in a single year 20,000*l.* for dues. From the tracks of the ancient miners it is evident that the ground of Lovell Consols was a productive field for them, ending at last in disappointment, for they pushed their workings until they could proceed no further, from the accumulation of water. They were flooded out, and the result had been more vexatious to them as they must have felt that the ground was not becoming poorer, but richer, and that there, as elsewhere, the water had seized and was likely to hold permanent possession of the richest minerals. They knew no means of coping with this claimant, and were compelled to abandon a large source of income. It is worthy of remark that the more accomplished and civilised nations of antiquity were altogether unacquainted with any means of clearing a large inflow of water from their mines, for the Phœnician merchants would have suggested a mode of drainage for the Cornwall mines if any plan of accomplishing that object had been known to them. The existing Lovell Consols Company are not only heirs to the ancient, but also to modern operators. A sum of 5000*l.* was expended on the property for plant and working, and good necessary workings, when the parties who supplied the money discontinued their connection and sold the property to the new company, who have only as yet called 4*s.* per share on 5120 shares, or 1024*l.*, with which they have continued the operations; but, presuming that they become successful, the expenditure to date in securing the result will be 1*l.* 3*s.* 6*d.* per share, although the original shareholders in the new company have only 4*s.* per share called up. Our recommendations of this property were founded on the opinion not only that it would pay by sinking to a considerable depth, but that, from several specialities, it would pay at a smaller depth than that at which some of the rich companies in the same range of ground became productive. Small parcels of tinstuff have been raised from time to time as the men pushed on. They have now accumulated a considerable quantity, containing extremely rich specimens. Towards the close of last week a very productive lode was cut in the adit, and found in the current week to be worth 20*l.* per fathom. This discovery is extremely encouraging to the shareholders, as by driving west from the present depth of the shaft the miners will be enabled to bring a large quantity of tin to the surface; especially as the lode will probably increase its value in deeper ground than the adit, only 10 fathoms from the surface. In the New Wheal Lovell, which has recently attracted attention by its returns, one of the lodes is worth 20*l.* per fathom in the 20 level, and the lodes rise in value to 40*l.* or 50*l.* at 40 to 50 fathoms deep. In East Wheal Lovell, immediately adjoining Lovell Consols, the lode is reported worth 40*l.* in the 45 fathom. East Lovell has paid its own way, and rather more, to date. Its capital is 6575*l.* 14*s.*, in 1906 shares, with 3*l.* 9*s.* paid on each, and it has now repaid to the shareholders 4*l.* 1*s.* 6*d.* per share, or 7766*l.* 19*s.*, giving a profit of 1191*l.* 5*s.*; while the shares sell for 7*l.* 5*s.*, or, for the 1906 shares 13,818*l.* 10*s.*, making the profits realised 15,009*l.* 15*s.* The business done, or tin sold, to make these profits, amounts to a large sum, the mine having paid its own way down and given the surplus. We have warmly recommended Lovell Consols, believing it to have a similarly self-acting power, and the discoveries of September fully confirm all the statements we have made on the subject, and give the property a real and substantial value, always superior to opinions, however carefully formed, in mining.

GREAT SOUTH CHIVERTON.—We have repeatedly named the Great South Chiverton Mine as one of the more promising of a group all likely to be productive. Its ground adjoins that of West Chiverton, and the lodes in the West are parallel to those in the Great South Chiverton. The West Chiverton Mine is well known in mining circles as a great and substantial success. Its capital is 30,000*l.*, in 10*l.* shares; their present value at 62*l.*, the latest quotation, is 186,000*l.*; the dividends received, 29*l.* 7*s.* 6*d.* to date, come to 88,125*l.*; so that, for an outlay of 30,000*l.*, the original proprietary have received cash and hold property together worth 274,125*l.*—considerably above nine times the money paid; and this large profit has been achieved in five or six years' working. In another form, each share on which 10*l.* have been paid is worth 62*l.*, in addition to 29*l.* 7*s.* 6*d.* received in dividends, or 91*l.* 7*s.* 6*d.* had, or at once obtainable for 10*l.* invested. Further, we do not consider West Chiverton shares at their full value in the mining market. The dividends of 2*l.* paid quarterly, or 8*l.* per annum, are 80 per cent. on the original price, and 143⅛ per cent. on the last quotation, which is certainly low for a mine with the great reserves of West Chiverton. The operations on the Great South Chiverton ground have been so economically conducted for five years that the capital called is only 2*l.* 0*s.* 6*d.* per share, or 12,300*l.* on 6000 shares; yet the managers have sunk to the 50 fathom level, or 61 fathoms from the surface, and parallel to the point where West Chiverton began to make returns. In sinking the shaft and driving they have brought out extremely fine silver-lead ore. Nothing superior to the specimens now open to inspection in our office has been found in Cornwall. In the 40 west the lead is worth 5 cwts. per fathom, and will certainly improve, while it also promises ample returns from the 40 east. In the 50, the lode cut through is 3¼ ft. wide, and consists of blende, mundic, and copper, looking remarkably favourable for future operations, as there is no doubt that at this point the miners are close on lead. The proprietary may, therefore, expect that they will come into a first-class property, equal, in our opinion, to that of West Chiverton, for half the capital required in opening out that profitable mine. The managers state that they are now raising lead from beneath the 30, and must soon accumulate a considerable stock. From all these circumstances, Great South Chiverton may be considered nearer returns to the shareholders than any other progressive mine of its district, and that, the favourite locality of mining enterprise in Cornwall. We, therefore, confidently recommend Great South Chiverton to all parties disposed to place large or small sums of money in a progressive mine. Purchasers in it take a safe course, certain to realise a large profit, and within a brief period. Our opinion is fully supported by the statements of practical miners, neither engaged upon nor interested in this particular mine, at the meeting of the shareholders last month; who intimated their conviction that the mine stood first among the progressive enterprises in Cornwall. Equally important is the fact that holders of shares, who have been occupied in mining practically for many years, invest money in this property.

[ADVERTISEMENT.]

From Mr. EDWARD COOKE:—There is decidedly a better tone in the market, and signs of a favourable reaction from the long depression that has existed is quite apparent. The metal trade is gradually reviving, and this, together with improvements in several mines, has given a stimulus to business, and a demand for shares both in dividend and good progressive mines. There are several of the latter class, which come more particularly under my own notice, that are really deserving of attention. I alluded to FRANK MILLS MINE in a former article, when the shares were only 20*s.* to 25*s.*, since which they have risen to 30*s.*, buyers. This advance is fully justified by the improved position of the company, as monthly profits are now being made, and the prospects of early dividends. There is still a margin for considerable further rise. In WEST GREAT WORK several improvements have lately taken place, and the mine is now doing well, although the returns of tin have been much impeded, owing to the long drought preventing the stamps being kept fully occupied in stamping the tin. At NEW WHEAL LOVELL the same want of water is felt. At the meeting, on Wednesday last, it was decided that a call of 2*s.* 6*d.* per share be made; this will suffice to pay all the costs to the end of July, thus placing four months' costs against three months' returns of tin. There is scarcely a mine in Cornwall that the same thing may be said of. A very rich run of tin ground has been driven through in the 42 fathom level; and now that the season is approaching when ample water-power will be obtainable, New Wheal Lovell will soon be in a profitable state, and the shares a very different price to what they are at present.

SOUTH GREAT WORK is a young and promising mine, in 5000 shares, held principally by local shareholders of the highest standing in Cornwall. The mine can be worked 40 fathoms deep without pumping power, which is a great saving—in fact, the costs are only about 40*l.* per month, and there is tin more or less in every point in operation. The shares at 5*s.* to 7*s.* 6*d.* are worth attention. EAST TRUMPET is another mine that will by-and-bye come into more

notice. It contains the same lodes as one of the best dividend tin mines in Cornwall—Trumpet Consols, and considerable quantities of tin are already being raised. Another instance of the chances attending mining operations has just occurred. On Tuesday WHEAL CHIVERTON shares were obtainable at 10s. to 12s. 6d.; while I write this there are buyers at 3 to 3¼, owing to what may, probably, prove an important discovery in a new shaft at the north part of the sett. At NORTH WHEAL CHIVERTON also improvements have taken place in two parts—in the 90 east and in the shaft below the 100. From those places some excellent lead has been broken, samples of which have been received at the offices of the company. I am still of opinion that this will ultimately become one of the great lead mines of the celebrated Chiverton district, and the shares are just now worth looking after. PRINCE OF WALES MINE continues to improve, and the report from the mine this week is the most important yet received, as it indicates the lode in the bottom level becoming equally as rich as in the level above. The 65 fathom level east is already valued at 18*l.* per fathom, and is being driven towards West Drake Walls Mine, and renders the latter of still greater importance. The shaft at WEST DRAKE WALLS has been sunk to the 40, and a cross-cut is now being driven north to intersect the Prince of Wales lode, which any day may be met with. The shares are now about 7s. 6d. It is very gratifying to learn that a most important improvement has taken place in the CLIFFORD AMALGAMATED MINES in the 235, west of Davey's shaft, where the lode will produce upwards of 6 tons of ore per fathom. This will enable the present manager to open up large quantities of ore ground, which ought to have been done long before. As I stated on a former occasion, there are good prospects for the future, and, under the present able manager, Clifford Mines will be, in all probability, before long not only self-sustaining, but a profitable property to the shareholders. Such is the confidence of some of the largest shareholders, that they are disposed to take all the relinquished shares with their liability.

Since my last article in the *Mining Journal*, TRUMPET CONSOLS has been inspected for a shareholder, and from a careful estimate of the reserves of tin already laid open he values it at 36,000*l.* This is constantly being increased. The mine is divided into 2000 shares only, selling at about 13*l.* per share, and already paying about 15 or 16 per cent. per annum in dividends. Further comment is scarcely necessary to recommend Trumpet Consols as an investment or for a further rise in price. CHONTALES shares are steady in price; the next advices are expected to be even more favourable than the last, and the remittance of gold much larger. Strong attempts are being made to keep up the price of YUDANAMUTANA shares. With 45,000 shares, it is difficult to reconcile an opinion that the shares at current price are not much too high. The mines are selling at three-fourths the price of the best lead mine in England, and more than six times the price of Trumpet Consols, which is paying large dividends.

FOREIGN MINES.

ALAMILLOS.—Sept. 14: The 4th level, driving east of La Magdalena shaft, produces ½ ton of lead ore per fathom. The lode in the 5th level, west of the same, is large and strong, yielding splendid rocks of lead ore, at the rate of 3 tons per fathom. The cross-cut north in the 5th level is still being driven to prove if there be any more lode in that direction. The lode in the 4th level, west of La Magdalena shaft, is hard and small, containing spots of lead. The 5th level, east of Taylor's shaft, yields 1 ton of ore per fathom. The ground here is hard. The lode in the 5th level, west of Taylor's shaft, is large, composed of carbonate of lime, quartz, and lead ore, yielding of the latter ¾ ton per fathom. In the 4th level, west of San Adriano shaft, the lode is small and poor, but the ground is easy for driving. The 2d level, east of Judd's engine-shaft, is worth ¾ ton of ore per fathom. In the 2d level, west of Judd's engine-shaft, the lode and ground have much improved during the past week—the produce is now ¾ ton per fathom. The 2d level, west of Morris's shaft, produces 1 ton per fm. The lode declined in value in the past week, but is again improving.—Shafts and Winzes: Taylor's engine-shaft, sinking below the 5th level, is worth ½ ton per fathom; the lode is large, spotted with lead ore. The lode in Cox's shaft, below the 2d level, is large and strong, yielding 1 ton of ore per fathom. Henty's shaft, below the 1st level, produces 4 tons of ore per fathom. Lorente's winze, below the 4th level, has been communicated to the 5th level since last report; it yields ¾ ton of ore per fathom.

LINARES.—Sept. 12: West of Engine-shaft: The lode in the 110 west of San Tomas engine-shaft, is small, but contains a little lead. In the 45, west of No. 159 winze, the lode is disarranged, and quite unproductive. The 45, east of No. 159 winze, yields 1¼ ton per fathom; the lode is of a very kindly appearance, consisting of quartz and lead ore. The lode in the 31, east of San Francisco shaft, is very firm and compact, containing a good branch of lead, worth 1½ ton per fm.—East of Engine-shaft: The 95, east of Taylor's cross cut, produces ½ ton of ore per fm. In the 95, east of No. 158 winze, the lode is large and strong, yielding good stones of lead ore. The 95, west of No. 154 winze, will be communicated in a few days with the 95, east of Taylor's shaft.—Winzes: No. 160 winze, below the 61, produces 2 tons of ore per fm. No. 161 winze, below the 85, is going down in a very open lode, yielding ¾ ton of ore per fathom.—Los Quinientos Mine: The lode in the 32, east of Taylor's engine-shaft, is very regular, and has a kindly appearance, yielding 2 tons of ore per fathom. The 32, west of Taylor's engine-shaft, contains good stones of lead, and we hope it will improve shortly.—Shafts: Good progress is being made in sinking Taylor's engine-shaft below the 32. The lode in Addis's shaft, sinking below surface, is large and strong, and spotted with lead. Cox's shaft, below surface, contains a small branch of lead, but the main part of the lode is standing on the south side, and will not be proved until the 32 is reached,

FORTUNA.—Sept. 12: Canada Incosa: The 110 fm. level, driving east of O'Shea's engine-shaft, produces 2 tons of ore per fm.; the lode is large, consisting chiefly of carbonate of lime and lead ore. The ground in the 100 west is hard for driving, and the lode is unchanged. The lode in the 90, west of Judd's shaft, continues very regular, and is worth 1½ ton of ore per fathom. The 80, west of same, yields ½ ton per fm.; the lode is small and compact, and the granite is a little easier than it was. The granite in the 80 cross-cut south is a little harder than it was. The lode is still small in the 70, east of Carro's shaft.—South Lode: The 40, west of San Pedro shaft, is suspended, in consequence of the lode having been poor for some time. The 50, west of San Pedro shaft, will also remain idle for the present; the lode is unproductive. The 50, east of San Pedro shaft, yields 1 ton per fm.; this driving is opening fairly remunerative ground.—Shafts and Winzes: In Henty's shaft, sinking below the 90, the ground is hard for sinking. Lownde's shaft, below the 70, yields 1 ton of ore per fathom. Dia's winze, below the 55, is going down in a good lode, yielding 2½ tons of ore per fathom. Cassada's winze, below the 40, is worth 2 tons per fathom. Antonio's winze, below the 90, yields 1 ton per fathom; this winze, situated west of Henty's shaft, is going down in a moderately productive lode.—Los Salidos Mine: The 100, west of Morris's engine-shaft, produces ¾ ton of ore per fathom; the ground is hard for driving, and the lode is small. In the 65, west of San Carlos shaft, the ground opened in the past month was of little value. The 100, east of Morris's engine-shaft, produces 2½ tons of ore per fathom; the lode is very large and strong, and has a kindly appearance. In the 90, east of Cox's engine-shaft, the lode has been cut off by a cross-course, which we are now driving through. The 75, east of San Pablos shaft, yields 1 ton per fathom; the lode is split into two parts, and the south one is looking promising.—Shafts and Winzes: Good progress is being made in Buenos Amigos shaft, below the 90, and the lode produces ¾ ton of ore per fm. San Gabriel shaft, below the 90, yields 1 ton per fm. The lode in Corzo's winze, below the 90, is small and split. Tomas's winze, below the 65, yields 1½ ton per fathom; this is situated east of San Pablos shaft, and in a kindly lode. Ramon's winze, below the 75, produces 1¾ ton per fm.; this winze is in advance of the end of the 90 fm. level, and we expect will pass through moderately productive ground. The tribute department yielded a good quantity of ore in the past month, and is, on the whole, looking much as usual. We estimate the raisings for this month at 375 tons. The machinery is in good working order, and the surface operations are going on very regularly.

LUSITANIAN.—Sept. 15: The lode at Taylor's engine-shaft, below the 120, has not been driven on during the last month, and when last reported on was described as being worth 2 tons of ore per fathom.—Basto's Lode: In the 100, east of River shaft, the lode is 2 ft. wide, composed of flookan. A plat is being cut in the 100, at this shaft. The lode in the 120, east of Taylor's, is 7 ft. wide, composed of quartz and flookan. A junction is here formed of Basto's, Mills', and caunter lodes. In the 120, west of Taylor's, the lode is 3 ft. wide, composed of quartz. The 110, east of Taylor's, is worth ½ ton of ore per fm.; and in the 110 west ¾ ton per fathom. The lode in the 90, east of River shaft, is 1½ ft. wide, composed of flookan; and the 70, east of the above shaft, and the 38, west of Perez' shaft, are each of a similar character. The 8, west of Perez' shaft, is composed of flookan, intermixed with country; and the 8 west, on a branch, is suspended. The adit level, west of Perez' shaft, yields ½ ton per fathom.—Caunter Lode: The 100, east of cross-cut, at Taylor's, is suspended. The 80, east of the above, is composed of flookan and quartz. The rise against winze No. 74 is holed.—Ponte Lode: The lode in the 28, east of slide, is 1 ft. wide, composed of quartz.—Slide Lode: The lode in the 100, west of Taylor's, is 4 ft. wide, composed of flookan and country.—Cross-cut: The ground in the 60, north of River shaft, remains unchanged in its character.—Winzes: Winze No. 73, below the 110, west of Taylor's, on Basto's lode, is holed to the 120. Winze No. 74, below the 80, is communicated to the 90. The lode in the 90, east of slide, is 1½ ft. wide, composed of flookan. Winze No. 75, below the adit, yields ¼ ton of ore per fathom. Winze No. 76, below the 28, is suspended, by reason of water.—Carvalhal Mine: The lode at the incline shaft, below the 40, is small and unproductive.—Great Lode: In the 40, east of incline shaft, the lode is 4½ ft. wide, composed of blende, a little lead, and quartz; of the former it is worth 3 tons per fathom. The 30, east of incline shaft, is worth 1 ton of lead per fathom. The 20 east yields 2 tons, and the 10, 1 ton per fathom. The lode in winze No. 7, below the 30, west of incline shaft, is 1 ft. wide, unproductive. The rise above the 40, west of incline shaft, against winze No. 7, yields ¼ ton of lead ore per fm.

CAPE COPPER.—J. Williams, Aug. 7: Ookiep: We have divided and cased the engine-shaft from surface to the 30 for the whim-shaft, fixed shaft tackle, pully, stands, &c., and have commenced hauling with the steam whim-engine from that level with one kibble, which answers the purpose very satisfactorily for the present; we should have put in guides for hauling with a skip but had not sufficient timber in the mine at the time. The quantity of stuff we shall have to land from this shaft will not be great for the next six months, and we shall have plenty of time to get the necessary timber from the bay, and put in guides for skip-roads, so as to be prepared for any increased quantity of stuff that may have to be drawn from this (the 30) level. The engine-shaft has been sunk during the past month 4 ft., in a very hard granite rock; it is now 8 feet below the 30, and judging from the ground driven through in the 30, west of engine-shaft, to the flookan course, I think it is very probable that we shall have about 20 fathoms more of this ground to sink through to meet with the mineral-bearing rock under the flookan course; re-set, Aug. 1, to three men and six labourers, at 40*l.* per fathom, for 2 fathoms, or the month. The 30, west from the engine-shaft, has been extended in the past month 3 ft. 6 in., and communicated with the level driven 3 ft. east from No. 3 winze, and has given good ventilation to this part of the mine. The men employed in the above-mentioned level, driving east, since it was holed have driven 3 fathoms in a south-western direction from the engine-shaft towards No. 2 winze, in a rich course of copper ore that has yielded about 6 tons per fathom, and from its appearance is likely to continue to the winze about 8 fathoms in advance of the present end; re-set, Aug. 1, to three men and three labourers, at 15*l.* per fathom, for 4 fms., or a month. The 20, west from engine-shaft, has been extended 3 fathoms on the south mineral course during the past month, the first 2 fathoms through ground that yielded about 2 tons of copper ore per fathom; the last 6 ft. not so good. The end at present, although producing a little copper ore of not sufficient quantity to value, has a very promising appearance. Re-set, Aug. 1, to two men and two labourers, at 10*l.* per fathom for 4 fathoms, or the month. The 20 has been extended 1 fm. 4 ft. east from the south level, on the south mineral course during the past month, through ground, although producing only a little copper ore, which has a kindly appearance, and is promising for further improvement; re-set, Aug. 1, to one man and one labourer, at 12*l.* per fathom for 2 fathoms, or the month. The north level has been extended north of the engine-shaft on the flookan course 1 fm. 8 in. during the past month without any material change to notice; re-set to one man and one labourer, at 14*l.* per fathom for 2 fathoms, or the month. The stopes in the back of the 20 are looking very well, and the underground labourers working very regularly, and giving good satisfaction; the same remark will apply to the surface labourers in each department. July extracts of copper ore, 510 tons of 21 cwts., or 535 tons of 2240 lbs., average per cent. 31¾.

SAO VICENTE.—The directors have received advices from their superintendent in Brazil, dated Aug. 17, in which he states that he had that day arrived at the mines, and would commence operations on the jactoinga formation as soon as possible.

PESTARENA UNITED.—Thomas Roberts, J. Mitchell, T. Warne, J. Roberts, Sept. 12: District of Pestarena: Since the great flood we have temporarily taken water out of the Anza for 175 mills. We have made a new piece of the principal water-course, which had been carried away, and have commenced pumping in the Peschiera on the night of Aug. 28. During the 12 days the pumps remained idle the water rose up to the 46 fm. level; since starting the pumps we have lowered the water 7 fathoms in the Peschiera. The Aquavite is free from water, and working regularly; we have yet many repairs to make on surface to repair the damages done by the flood. In the Aquavite the pumps were hindered only 48 hours, and the winding machinery four days. Underground in the Aquavite we are pleased to report that the lode in the 33 fm. level end, driving south, continues to be worth 15 ozs. of gold per fathom. The leading part gave by a trial made last week 3 ozs. 12 dwts. 15 grs. of gold per ton of ore. A further improvement has taken place in the 23 fm. level end south, which is now worth 10 ozs. of gold per fathom. This end, as well as the 33, bids fair for a yet further improvement as we advance southward under the rich ground taken away near the surface. The lode in the end north at this level yields 3 tons of ore per fathom, yielding 1 oz. of gold per ton. The stopes in the bottom of the 33 yield 8 ozs. of gold per fathom. The lode in the bottom, near the two mines, is divided over a width of 3½ ft., with good leaders of ore. We estimate the quantity of ore for amalgamation coming from this bottom to be 6 tons per fathom. The past few days we have reached in the 46 fm. level end south a good leader of ore, 8 in. wide; a trial of the ore will be made soon. During the time we are engaged in pumping the water out of the Peschiera workings we calculate to work some points on the side lodes at the 46, 33, 16, and adit levels. With these stopes, and the ore from the Aquavite levels, we hope under our present circumstances to give satisfactory returns.—District of Battiglo: Here nearly all the damages done by the flood have been repaired. At the mine the lode in the end of the Cavetta level, driving in the mountain, continues small; the lode from it, according to the last trial made, is worth 1 oz. of gold per ton; on the side lode, at this level, the lode is 1½ ft. wide, worth 15 dwts. of gold per ton. The dressing-floors at Fornalletta are completed, and we have commenced to pick the ore.—District of Val Toppa: Here only slight damage was done to the walls of the water-course, some sand and gravels filled part of it, which has since been cleared out. At the mine we have cut through the new lode in the first cross-cut, at No. 2, or Fisher's level, and have found the hanging-wall taking down more perpendicular, showing a regular lode going down in the bottom of this level, 5½ ft. wide. The lode in the end, driving north from cross-cut, is 5 ft. wide, and in the southern end 3 ft. wide. The lode in the ends driving north and south from the second cross-cut is without any important change; the ore from this lode maintains its auriferous character, being quartz, black jack, lead ore, pyrites, and slate, through the latter decimated auriferous pyrites also; a separate trial of it has been made with the mills at the establishment, and it gave over 1 oz. 10 dwts. of gold per ton. We smelted on Sept. 2. The remittance would have exceeded our last had it not been for the flood in the Anza. The next remittance will be made during the first days of next month.

JAVALI.—The manager's report for July has been received. Owing to unavoidable delays, caused by alterations and improvements in the machinery, the new mill has not been able to run more than half the month. The quantity of quartz ground was about 250 tons, or, since the pulleys were changed, something over 17 tons every 24 hours. The produce was 163½ ozs. The yield of gold is larger in proportion to the amount of ore worked than that given last month. "This increased percentage is not to be attributed (writes the manager) to a better quality of ore, but rather to the use of the pans, which, though not working more than 10 days, gave us over 20 ozs. of gold; the assay of the ore crushed this month by the little amalgamator shows that its yield is from 4 to 6 ozs. per ton. The tailings caught from the bottom of the blanket-tray gave 2 ozs. per ton; we shall, therefore, do well as soon as all is in really working order. Having received some boiler-plates at San Juan del Norte, the joint for connecting over two lines of water-pipes with the turbine has been made. The mill will thus run under a double pressure of water in future. The work upon the new battery progresses well; the frame is all up. The stamp-stems are now being put in, and the floor is laid. By the end of August it will probably be at work. The carpenters' shop has also been erected, and is now ready for the galvanised iron roofing which you sent out, and which is really admirable; besides, it cost less actually delivered here than we can make shingles on the spot." Mr. Johns, the new engineer, and the four men, have fairly commenced work, and are spoken of in high terms of praise by the manager. It was expected that the last 9 yards intervening between Pollock's tunnel and Seemann's shaft would be driven in August, and thus the long longed-for easy communication with the Socorro established. Pim's tunnel continued very hard, every foot of ground having to be blasted: but it had now been taken in hand by the Harz miners, and, at the rate it was now progressing, it was calculated to be completely finished to the Nispero by the end of October. This would complete the principal dead work of the mine, and at once enable the manager to reduce the expenditure of the mine one-half. The Bluefields Picket has advanced 46 miles; the last camp was on the banks of a large stream, deep, and running slowly, when the general prospects of the country led the exploring party to believe that they were in the immediate neighbourhood of a large river, perhaps little above tide-water. The manager also forwards 26½ lbs. of old galvanised copper-plate, worth 2*l.* per lb.

MINING, METALS, AND MINERALS—PATENT MATTERS.

BY MICHAEL HENRY,

Patent Agent and Adviser, Memb. Soc. Arts, Assoc. Soc. Eng.

Among recent applications for patents may be mentioned the following:—JONES, Consett Iron Works, Durham, furnaces and apparatus for heating, rolling, straightening, punching, and finishing railway and other bars or forms of iron and steel. BURDETT, Harrow-road, machinery for making bricks. SOULAGE, Paris, pin for fastenings. COTTAM, Battersea, rolling and shaping iron or metal for horse-shoes and tools. CLARKE, Apsley Cross, Somersetshire, fire-places. CLARK, Chancery-lane, metallic spring packings (communication from Bertrand and Velut, of Paris). NEWTON, Chancery-lane, pumps (communication from Wilson, Bridgeport, Connecticut, and Mudge Lynn, Massachusetts). BENNETT, Birmingham, spoons, forks, ladles, and handles of iron or other metal. PADLEY, Tipton, Staffordshire, anchors. MCNAUGHT, Rochdale, furnaces and heating feed water. IBBOTSON, Sheffield, railway fastenings (communication from Demoor, Brussels). CRULS, Saint Josse ten Noode, Brussels, Belgium, press for manufacture of cement, tiles, patent fuel, and the like. O. C. EVANS, Lambeth, girders, bridges, beams, and structures. HUGHES annealing gauze wire (communicated by Delage and Boudinot, Angouléme). BISCHOF, jun., Alleé Bonn, Prussia, precipitating and separating copper ore from its solutions. ROBERTS, King William-street, London, horse-shoes. BOWER and HOLLINSHEAD, St. Neots, gas-engine. MICHAEL HENRY, 68, Fleet-street, E.C., weighing apparatus and cranes, or lifting apparatus (communicated from Michand and Jay, Paris). WOODCOCK, Low Moor, new manufacture of metal for axles, rails, tyres, and other purposes. TURNER, Preston, furnaces. WARNER, Jewin-crescent, bore-holes, or wells and pumps. TURNER, Bristol, piston-packings and piston-rods. COOMBS, Barnsbury, and GREGG, Lombard-street, coating iron and steel, and protecting them from corrosive and oxidising action. BROOMAN, Fleet-street, metallic-plates, or blocks, particularly applicable as armour for ships and forts (communication from Gognel, St. Etienne). TURNBULL, Sunderland, preserving and keeping clean bottoms of iron ships, and submerged iron and iron structures. FENWICK, Bedford, annealing ovens and kilns. WHITE, Queen-street, preventing incrustations in sides, flues, and tubes of steam and other boilers (communication from Popper, of Vienna). SLOPER, Walbrook, perforating, punching, cutting, or stamping metal, &c. BUTTERWORTH, Oldham, pump. SHARROCK, Liverpool, metallic standards for electric telegraph posts. CRISPIN, Stratford, artificial fuel. TATLOCK and ABELSETH, Issoudun, gas. BROOMAN, Fleet-street, mineral oils. MASSELON, France, kilns for bricks, lime pottery, &c. WANOSTROCHT, Walbrook, gunpowder mills. STOKES, Warwick, pearl ornament. WALKER, Hackney Wick, boilers. TUCKER, Baltimore, rotary engines. HOLLAND, Chicago, compositions for artificial stones, tiles, pipes, useful as cements, paints, &c.

Died,—At Pallanza, Lago Maggiore, Italy, on Tuesday last, Commander EUGENE FRANCFORT, the able and respected manager of the mines of the Pestarena United Company. Although he had but just reached the prime of life, his experience extended to many of the principal mining districts of the world, and his superior talents were generally recognised. The reported discovery of gold in Wales, in such enormous quantity as to render the remunerative working of the deposits a certainty, attracted Dr. Francfort to this country, only to find, however, that the importance of the discovery had been much exaggerated, and that he must seek another field for his labours. Before coming to England he had obtained a high reputation in the United States of America, where he had acquired the rights of citizenship, and was much respected, having, it is said, for some time enjoyed the honour of a seat in the House of Representatives. In Italy, Dr. Francfort's exertions in connection with the development of the mineral industries have been very great, the remarkable and ingenious arrangements which he introduced for overcoming obstacles almost peculiar to the locality, and of the most annoying character, affording ample evidence of the fertility of his resources. He has been honoured by the King of Italy, whose appreciation of the efforts of all who devote themselves to the encouragement of Italian mining is well known, to a very gratifying extent, having been first rewarded with the rank of Chevalier, and subsequently raised to that of Commander of the Order of St. Maurice and St. Lazarus. The loss of Dr. Francfort will be much felt by all who, in business or by friendship, have been brought into contact with him.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

I have just heard that an excellent course of ore has been found at LLANRCWMBACH MINE, the property of Mr. Hayward, and I am delighted to learn of his success. He is one of the most consistent friends of mining that ever entered Cardiganshire. I have noticed his unwavering efforts to do good to mining and the miner for the last 20 years. In his transactions in this business he has been the model of the man of business and the gentleman, paying his money without complaining, and persevering when others—aye, most others—would have failed. My informant says Mr. Hayward has cut a great course of ore 27 fathoms south of the Llanrewmbach lode, at a point where I believe the East Darren and the Great Cwmsymlog lodes form a junction. Mr. Hayward possesses other mines, such as Pengraig Du and Caenant, into which the great courses of ore in Bwich Consols must run, and form good mines. He is also largely interested in Old Grogwinnon, now called Brynystwith, from which the reports are very flattering. It is not too much to hope that Mr. Hayward is about to be amply rewarded for his patience, perseverance, and expenditure; and if so it is a reward that he has merited better than almost any mining proprietor with whom I have had any acquaintance,

GREAT CWMSYMLOG.—The agent writes: Oliver's adit is looking better, with more water coming out of the end. A very short period in this mine will be sufficient to mark it as one of the most successful operations in the county. From the dialling immense bodies of silver-lead must shortly be opened in Oliver's adit.

THE CWM DARREN MINES.—The Cwm Darren shaft is looking better, with a better lode of ore in the bottom, but the ground is stiffer, and I think the men should have 15*l.* per fathom instead of 12*l.* We have been working hard, and expect to finish our dialling to-day. We are going underground at West Cwmsymlog to-day.

LLNESTFAUR.—The shaft in this mine was fixed from a series of diallings, as no lodes appeared at or near the surface. The survey was made for the junction of the Great Cwmsymlog and the Great Darren lodes, and so true has the dialling proved that the agent writes:—"I should very much like Mr. Oliver to see the stuff broken in the last 3 ft. of sinking the shaft; it is everything but a course of lead. I never saw prettier lode stuff in my life." Capt. A. Francis writes, Sept. 22:—"Llnestfaur: You can tell Mr. Oliver that when he sees the stuff last drawn from the shaft at the Junction Mine he will take good care not to sell any of his shares. You never saw finer stuff from the back of any lode in Cardiganshire than is coming from this mine. This, from the splendid character of the indications, must soon make a rich and valuable mine."

GOTHIC.—Capt. J. Trevethan says he can raise the ore in this mine at a fair profit. The bottom level (the 40), I understand, is traversing through a good course of ore, suspected to be whole to the surface from every appearance. The prospects are fast improving, and this cannot fail to be a good little mine.

SOUTH CROFTY MINE.—The cost-book will, probably, show a sufficient balance at the meeting, on Monday, as will authorise the purser to recommend a dividend of 10s. per share, the same as was made at the last account.

EAST POOL has proved one of the best investments in modern times in the neighbourhood of Redruth. For an outlay of about 3000*l.* (24*l.* per share) the adventurers have already received in the way of dividends 66,000*l.*—440 odd per share, whilst the property is now selling for upwards of 250*l.* per share. Contrast: outlay, 24*l.* per share; present value, including dividends, 690*l.*

To show the competition existing among some branches of trade supplying mines with materials, we may state that the following tenders were recently sent into a leading mine in West Cornwall for candles:—Messrs. Higgs and Son, Penzance, 5s. 2d. per dozen pounds; Mr. C. R. Gatley, Truro, 5s. 2d.; and the Cornwall Candle Co. (recently established at Pool), 5s. 1¾d.

HARROWBARROW, CALSTOCK.—This locality bids fair to establish itself as one of the best pieces of mining ground in the eastern part of Cornwall; it adjoins the celebrated Prince of Wales Mine. The discoveries already made on the mundic and copper lode are enabling it to pay its way; they are already selling large quantities to the Cornubia Chemical Works, adjoining the mine. They have a most important discovery in another part of the sett, where they are driving on the celebrated Old Wheal Brothers lode, which produced so much silver while being worked by Mr. Malachi. They are breaking some rich stones of silver-lead, and the assays made by Mr. Jenkins, of Callington, showed the produces to be—first quality ore, 1029 ozs. to the ton; second quality, 127 ozs. per ton. The property will shortly be brought before the public, divided into a limited number of shares, the greater portion of which will be held by the present proprietors. The discovery is considered one of the greatest that has been made for many years.

WHEAL CHIVERTON.—A discovery of importance is reported to have taken place in this mine at a depth of 20 fathoms from surface. An improvement has also taken place in the 78 east. These points are considered favourable features for the future of the mine.

PRINCE OF WALES.—It is satisfactory to find that the bottom level (the 55) is opening out very much better than even the most sanguine of the shareholders could have anticipated, while it proves that as the development of the mine progresses its permanent character becomes more firmly established.

EAST WHEAL GRENVILLE is still looking well. The caunter lode in the winze sinking below the 75 east being worth 6 tons of good yellow ore per fathom, and the pitch in the back of the 110 west 3 tons of rich grey ore per fathom. Rapid progress is being made with the 65, 55, and 45 fm. level crosscuts towards the caunter lode, and the three points will, in all probability, be proved within the next fortnight. As is usual when a mine presents more than ordinarily promising features, every effort has been made to depreciate the mine by a variety of damaging reports, calculated to run down the price of the shares. The shareholders may rest assured that the appearance and prospects of the mine are precisely as the agents of the mine state in their reports; and if the three cross-cuts alluded to should prove successful, the shareholders will speedily find themselves in possession of a property that will command a higher value in proportion to the attempts which are now being made to damage it,

MINING IN CALIFORNIA.—Since the organisation of Alpine county in 1864, there has been a great falling off in the population, and several then smart towns are now perfectly depopulated, and their mines abandoned. The principal interests of the county are centred in the mines, which so far have yielded but small returns. In 1863, 1864, and 1865, before the great falling off in the population, there was more excitement and speculation in mines and real estate than now, but at no time has there been more mining done. The one great drawback has been the poverty of those working the mines, and the futile efforts to get sufficient capital to thoroughly open any single mine. Since Feb. 10 the agent of the Imperial Silver Quarries Company (of London) has been in possession of the property, formerly owned by the Michigan Tunnel and Mining Company, which company becoming involved was sold out by the sheriff, and the creditor and purchaser subsequently transferred the entire property to the London company mentioned. Mr. Chalmers has been driving the work of development as fast as possible, with ample means at his command. Three shifts are running the tunnel ahead as fast as the nature of the work will admit, and a force of men are at work grading for an office and the necessary buildings at the mine. The company have sufficient money to prosecute the work of driving their tunnel through the entire belt of ledges to the centre of Mount America, which will be undermined to a depth of 1500 feet, with about 5000 ft. of tunnel. According to Mr. Chalmers' survey they have about 400 ft. to run in the tunnel to cut the Triumph ledge, which gives good promise of proving rich at the depth it will be cut, being about 500 feet vertical. A correspondent remarks that this is one of those great undertakings that mark the foresight and judgment of the founders as good business men, and deserving of credit for their enterprise. The Imperial Quarries Company's property is only one of a series of important tunnel locations. There is the Mount Bullion Company, for example, on the west bank of the Carson river, and owned by parties in London. Their tunnel is designed to cut the Union, Duke of Wellington, Washington, Rosencranz, two Eastern Slopes, Mount Bullion, Star of the West, Red White, and Blue, and Highland Mary lodes, any one of which give good assays from top rock. The distance to the Union ledge is some 900 ft., and the depth at that point between 500 ft. and 600 ft. The tunnel is being run by contract with three shifts of men, who average about 60 feet per month. The company owns the water front along the river for 1800 ft. above the mouth of their tunnel, which gives them a fall of 28 ft. 10 in., with the control of from 3000 to 4000 in. of water at the lowest stage of the river. This water site will be enclosed by a stone wall, and the construction of a substantial dam and flume is rapidly progressing, and will be completed within a month. Taken altogether the writer considers this one of the most valuable and remunerative properties of the State. Mr. J. H. Coulter, an experienced California miner, is of opinion, from a brief observation of the geological formation, that diamonds will be found there at no distant day. The Monitor Consolidated Company's tunnel runs nearly parallel with that of the Imperial Company; they will cut the Union and Eastern slope lodes in addition to those cut by the Mount Bullion Company, and when completed will be in the same remarkable formation as the Tarshish, and 700 ft. below the lowest workings of that mine. It is remarked that within a radius of half a mile around Mount Bullion there are three gigantic mining enterprises in successful operation, and destined at no distant day to attract the attention of capitalists from all parts of the world to this favoured mining locality.

THE WINE TRADE.—The following is an extract from the Wine Circular, for 1868, of Messrs. WESTON T. TUXFORD and Co., of Fenchurch-street:—"The vintage of 1868, which commenced before Sept. 10 in some places, is already progressing favourably; and those growers who have been looking forward to an abundant harvest are having their expectations more than fulfilled. It is true that some vineyards have suffered from hail storms, and at one time it was thought the grape had been injured by the extreme heat, but generally the crops are reported above an average, and with propitious weather for securing same, the quality of this year's wine must be superior to that of many former years."

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending Sept. 20 amounted to 10,443*l.* 8s. 7d.

HOLLOWAY'S OINTMENT AND PILLS.—Throughout the year, whether summer heats or wintry chills rule the atmosphere, these remedies are always applicable, and will never fail to reward those sufferers who give a trial to their efficiency. This ointment is invaluable for the relief of the many accidents which happen to children. Chafes, cuts, burns, pimples, and boils are instantly relieved and speedily cured by it. All external inflammations, carbuncles, whitlows, sprains, and erysipelas are restrained in their painful course by this cooling unguent, and conducted to a thorough cure. Nature cannot yield more safe and certain aiders and abettors of health than are presented in Holloway's twin medicaments; which, through wonderfully powerful for good, are incompetent to harm.

WATSON BROTHERS' MINING CIRCULAR

WATSON BROTHERS,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

MESSRS. WATSON BROTHERS return their most sincere thanks for the great patronage bestowed and confidence reposed in their firm for 25 years, and to assure their friends and clients it will be their earnest endeavour to merit a continuance of both.

Messrs. WATSON BROTHERS have made arrangements for continuing their weekly Circular, which has had a large circulation for many years, to the columns of the *Mining Journal*, their special reports and remarks upon mines and mining, and state of the share market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present; and, from the lengthened experience of Messrs. WATSON BROTHERS they are emboldened to offer, thus publicly, their best services to all connected with mine or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON BROTHERS also inform their clients and the public that they transact business in the public funds, railway, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON BROTHERS are also daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON BROTHERS having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are able to supply shares in all the best mines at close market prices, free of all charge for commission.

SATURDAY.—Market quiet, and prices same as yesterday. Prince of Wales, 37s. to 39s.; Chontales, 2 to 2¼; East Caradon, 2¾ to 3; Don Pedro, 3 to 3¼; Yudanamutana, 2⅞ to 3¼.

MONDAY.—Market very quiet. Prince of Wales shares at an advance of 3s. to 40s.; Chontales, 2⅛ to 2¼; East Grenville, 2⅜ to 2⅝; Marke Valley, 7 to 7¼; Don Pedro, 3 to 3¼; West Seton, 152¼ to 157½; Chiverton Moor, 6⅛ to 6⅜; Great Retallack, 3¼ to 3½; Yudanamutana, 2⅞ to 3⅛; Great Laxey, 18 to 19; East Caradon, 2⅝ to 2⅞.

TUESDAY.—Market very quiet, and prices in most cases nominal. Prince of Wales, 37s. 6d. to 40s.; West Chiverton, 60½ to 61½; East Grenville, 2⅛ to 2¾; Chontales, 2⅛ to 2¾; Don Pedro, 3 to 3¼; and Yudanamutana, 3 to 3¼.

WEDNESDAY.—Good demand for Prince of Wales, Wheal Chiverton, West Chiverton, and East Caradon at an advance. Prince of Wales, 38s. to 40s.; Wheal Chiverton, 32s. 6d. to 37s. 6d.; West Chiverton, 60½ to 61½; East Caradon, 2⅞ to 3⅛; Great Laxey, 18 to 19; Marke Valley, 7⅛ to 7⅜; Chontales, 2⅛ to 2⅜; Don Pedro, 3 to 3⅛; and Yudanamutana, 3 to 3¼.

THURSDAY.—Active demand for Prince of Wales at an advance from 40s. to 42s. 6d.; Chiverton, 30s. to 35s.; West Chiverton, 60½ to 61½; Marke Valley, 7⅛ to 7⅜; East Caradon, 2⅞ to 3⅛; East Grenville, 2¼ to 2½; Great Wheal Vor, 11 to 12; Yudanamutana, 3 to 3¼; Don Pedro, 3 to 3¼; West Drake Walls, 6s. to 8s.; Wheal Emily Henrietta, 23 to 25.

FRIDAY.—Active demand for Prince of Wales at 40s. to 42s. 6d.; Wheal Chiverton, 2½ to 3; West Drake Walls, 6s. to 8s.; West Chiverton, 60½ to 61½; East Caradon, 3 to 3⅛; Marke Valley, 7¼ to 7½; Seton, 47½ to 52½; Great Laxey, 17½ to 18, ex div.; Basset, 65 to 70; Chontales, 2⅛ to 2¾; Don Pedro, 3⅛ to 3¼; Yudanamutana, 2⅞ to 3⅛.

Mining Correspondence.

BRITISH MINES.

ABRAHAM CONSOLS.—J. Vivian, Sept. 24: The lode in the 27, driving east of No. 2 shaft, is more promising as it leaves the cross-course; lode 8 in. wide, producing saving work for tin, and improving. In the 27, driving west of No. 2 shaft, the lode is much more promising; it is 2 ft. wide, producing good stones of tin, with indications of better ground.

BALLACORKISH.—Capt. Grose, Sept. 18: The lode in the back of the 17 has been very much disordered lately with decomposed schist and quartz, but, I am glad to say, there is an appearance of it wearing out, and within the last few days there is a decided improvement. No. 1 pit is down about 4 fms. from the surface, at which point we are cross-cutting south for the purpose of intersecting the south wall, which has not as yet been seen; the part of the lode we have passed through is of a most promising character, and is at the present time yielding good stones of ore. I am in hopes we shall soon meet with the south wall, which will at once give us the true range of the lode. The ground in the adit end is composed of a beautiful mineralised clay-slate, and similar in character to that where the greatest deposits of ore are found in this country. The forebreast has been rather stiff lately, but I am pleased to say that the men are now making good progress.

BEDFORD CONSOLS.—Joseph Mitchell, Sept. 23: The new south lode in the middle adit level, west of the cross-cut, so far as cut into, for 4 ft. wide is principally capel and spar, spotted with mundic and copper ore—a kindly lode. We have cut into the lode east of the cross-cut about 20 in., which is composed of capel, spar, mundic, white iron, and spots of copper ore, and letting out a little water. The ground in the present end is easier for progress, and of a highly mineralised character; and having to-day discovered a branch of mundic 6 in. wide, which contains some rich black and yellow copper ore, now in breast of the end, we intend to continue the drivage a little further before cutting through the lode at this point.

BEDFORD UNITED.—J. Phillips, Sept. 23: We are sinking upon the lode in the shaft, and driving by the side of the lode in the 90 end west. The lode in the 90 east has improved in size and productiveness, being now from 4 to 5 feet wide, and worth about 8 tons of ore per fathom. The lode has also improved in the 75 fm. level east, being now 4 feet wide, and producing 5 tons of ore per fm. The lode in the winze in this level is 2 feet wide, producing good saving work. The stopes in the back of this level are worth about 3 tons of ore per fathom.

BRONFLOYD UNITED.—T. Kemp, Sept. 24: The new shaft is now down 13 fms. 2 ft. below the 63; it will take the men until Friday to square the ends of the shaft down; thereafter we shall at once put in pumps from the 63 to the bottom, and shall soon be in a position to cross-cut the lode to the south of the shaft. The part of the lode opened on to the west of the cross-cut, in the 63, is not looking so well as when last reported; now worth about 1½ ton of ore per cubic fathom. The stope under the 52, to the west of winze, is worth about 2 tons of ore per cubic fathom. The stope in the back of the 52, to the west of winze, is worth fully 1 ton of ore per cubic fathom. The stuff which these men are breaking will remain under their feet until such time as this stope is worked out. The 40 end west is without change. Part of the castings for the new incline have been delivered from the foundry, and we shall get this to work as soon as possible. We sampled on Monday 60 tons of ore of good quality. The old agent (Capt. Lester) inspected the mine yesterday for Mr. Joseph La Mert.

BRYN GWIOG.—Stephen Harper, Sept. 24: The lode in the 85, west of Bramwell's shaft, still continues to improve; now about 6 in. wide, lead. In the past 2 or 3 fathoms we have had what may be termed a horse of ground, in the place where the lode ought to be; consequently, the lode has been very small and poor. It appears at present as if this horse of ground is falling off to a point, and the lode gradually improving both in size and value. The rock itself also seems to become more favourable for progress, which we look on as a promising indication for lead. The lode in the 75, west of the said shaft, continues small, yet at times shows good indications for lead, still we have nothing yet to value. The lode in the winze in the bottom of the said level has, in the past fortnight, undergone several changes, from branches of lead falling in from the north side, enhancing the value of the lode greatly for a short time, and then again falling off to its regular value—about 1¼ ton per fathom, which is about its present value; ground favourable for lead. In the 66 west, on Brooke's old run, the lode has improved in the past week, and it appears, from the look of the ground, that a change for the better is about to take place soon. Lloyd's shaft we have opened and secured to the 60 yard level, fixed in ladders from the 40 to the 60 yard level, divided the shaft for drawing, and have cleared a level west about 10 yards on the course of the lode. From further information which I have received from the former agent, we have a few yards yet further to clear and secure before reaching the point at which, he says, we shall find very good lead. In opening and securing the old level we have to cut down about 2 ft. of the roof in new ground, to make it a level fit for use. In doing this we find nice lumps of lead ore; ground soft for opening. Our tribute department is much the same as for some time past.

CALDBECK FELLS.—W. Francis, Sept. 18: The lode in the stope west of shaft, sinking under the 90 west, on caunter lode, is worth 13 cwts. of blue lead per fathom; stoping by six men, at 5*l.* 15s. per fm. The winze sinking on the junction of the north and caunter lodes, in the 90 west, is worth 3 tons of copper and lead per fathom; sinking by six men, at 14*l.* per fm. The lode in the 90 west, on north lode, is worth 8 cwts. of blue lead per fathom; driving by four men, at 10*l.* 15s. per fm. The lode in the 90 east, on north lode, is worth 1 ton 5 cwts. of copper and lead per fathom; driving by four men, at 14*l.* per fm. The stope in back of the 90 west, on north lode, is worth 12 cwts. of blue lead per fathom; stoping by four men, at 3*l.* per fm. No. 1 stope in back of the 80 west, on north lode, is worth 15 cwts. of copper and lead per fm.; stoping by two men, at 4*l.* 10s. per fm. No. 2 stope in back of the 80 west, on north lode, is worth 1 ton 5 cwts. of copper and lead per fathom; stoping by two men, at 4*l.* 15s. per fathom. No. 3 stope in back of the 80 west, on north lode, is worth 1 ton of copper and lead per fathom; stoping by two men, at 4*l.* 10s. per fm. The stope in back of the 80 west, on caunter lode, is worth 12 cwts. of blue lead per fathom; stoping by two men, at 4*l.* per fm. Lamb's stope, in back of the 80 east, on south lode, is worth 8 cwts. of grey lead per fathom: stoping by two men, at 2*l.* 10s. per fathom. Wilkinson's stope, in back of the 70 west, on north lode, is worth 12 cwts. of blue lead per fathom; stoping by two men, at 3*l.* 15s. per fm. There is no change worthy of notice in the 60 west, on north lode; driving by two men at 8*l.* per fm. In the driving east of Robinson's rise, in back of the 60 west, the lode is worth 10 cwts. of blue lead per fathom; stoping by four men, at 6*l.* 15s. per fathom. The stope in back of the 50 west, on north lode, is worth 1 ton of blue lead per fathom; stoping by four men, at 3*l.* 15s. per fm. The lode in the 30 west, on north lode, continues much of the same character as when last reported; driving by two men, at 5*l.* per fm. We have four stopes working in the back of the 30, worth as follows:—Nicholson's stope, 14 cwts. of blue and grey lead per fathom; Shield's stope, 8 cwts. of blue and grey lead per fm.; Hewer's stope, 15 cwts. of blue and grey lead per fathom; Brown's stope, 15 cwts. of blue and grey lead per fathom. The western air-shaft is being sunk by six men, at 7*l.* per fm. The men employed in the 70 east, at Crown Point, have been assisting in casing down and clearing the new rise, which has been put up in the back of this level in order to facilitate the removal of the stuff from the stopes in the 50 above; the men will now again resume the driving of the end. The stope in the back of the 50 east, at Crown Point, is worth 12 cwts. of blue and grey lead per fathom; stoping by two men, at 2*l.* 2s. per fm. Our next sampling will be about 70 tons of lead and copper ore.

CAPE CORNWALL.—R. Pryor, F. Hosking, Sept. 23: The men in the 100 fm. level cross-cut, driving north, are making good progress, and the ground is still strongly mineralised. The lode standing in the south side of the 100, east of the engine-shaft, is looking a little better, and we have within the last week broken some good tinstuff. No change to notice in any other part of the mine since our last report.

CARADON CONSOLS.—S. Bennetts, Sept. 22: There is no change in the 78 cross-cut north except the ground being easier. The 78 west is also just as it has been for some two or three weeks past. In the 68 west there has been but little lode taken down since last reported on, and that without producing any change.

CARDIGANSHIRE LEAD.—E. Pearse, Sept. 22: The shaftmen are making good progress in sinking the engine-shaft; they are down 7½ fms. below the 40 fm. level, and by the end of October their contract will be completed, when we shall fix pitwork, ladders, and skip-road to the 50, and commence driving a cross-cut to intersect the north lode. We have had a great improvement in the 40 fm, level, west of shaft; the lode is about 6 ft. wide, and orey throughout, worth 1½ ton of lead ore per fathom. This end is 18 fms. west of No. 2 winze. The ore ground in this level is much longer than it was in the 30, which shows improvement in depth. We are preparing for stoping again, by putting in timber, &c., and shall commence next week. The dressing is being pushed on as fast as circumstances will admit, but water is still scarce on the upper flooring.

CUDDRA.—F. Puckey, A. Cundy, Sept. 22: Since cutting through the lode in the 142 fathom level, west of Walker's shaft, we have resumed the driving of the level west by the side thereof, which we shall urge on with all possible speed, to get under the run of tin ground gone down from the 130. In the stope at the back of this level, east of the winze, the lode is 8 feet wide, and worth 14*l.* per fathom. In the rise in the back of the 130, the ground is more favourable for progress. In our report for the last committee meeting, we stated that in cutting through the south lode we found it had made a splice. We now perceive that at this point the wall of the north lode is visible; as yet we have not cut into it in the least, and it stands entire from the 130 to the 100 fathom levels. It is now very evident that our winze from the 100, now sinking, is in the north lode, and the south lode forms no part thereof. The north lode will be explored as soon as we have holed the winze, and we have strong hopes that the lode will prove of considerable benefit to the mine. The winze sinking below the 100, and referred to above, is by the side of the lode, and is now down 9 fathoms, with ground more favourable for progress. We expect to communicate with the 130 by the latter part of next week. The three stopes in the back of the 100 are worth, on an average, 12*l.* per fathom. The tribute pitches are looking somewhat better than when we last reported thereon.

CWM ERFIN.—Sept. 22: We continue to drive the cross-cut north in the 32, but nothing has been met with of any value. The lode in the 20, west of the cross-cut, is 4 ft. wide, composed of quartz, killas, blende, and branches of lead ore dissiminated throughout, yielding saving work of a low quality; this level is being driven into whole ground to the surface, and any discovery here would throw new life into the concern. The lode in the stope over the 10 continues to yield 12 to 15 cwts. of ore per fathom. The lode in the stope in the bottom of the deep adit level will produce 1½ ton of ore per fathom. The lode in the stope under ditto produces 7 cwts. of ore per fathom. A cross-cut is being driven north in this level about 70 fathoms east of the boundary, and during the past week some small branches of lead ore has been met with. We have four stopes working over the back of the deep adit level, which, on the whole, have slightly improved, now producing 1¼ ton of lead ore per fathom. The lode in Taylor's drift, east of the boundary, is 2 ft. wide, containing killas, decomposed quartz, and spots of mundic; the ground hard, and progress slow. Two stopes working in back of this level will produce 28 cwts. of ore per fathom each. The stope in the bottom of William's level has fallen off in value, now worth from 6 to 8 cwts. of ore per fathom. Good progress has been made in extending the cross-cut north in this level, but no discovery has been made. We have sampled to-day 55 tons of lead ore.

DEEP LEVEL.—Sept. 22: The winze below the 174 yard level, east of Eyton's shaft, on Pant-y-Go vein, is communicated to the 204 yard level. We have now good ventilation for this part of the mine, and the ground cut open for taking away on tribute. We have had a vein all through the sinking worth 1 ton of lead ore per fathom; it still holds good to the bottom of the 204 yard level, and we can see no reason why it should not hold down to the deep level, 30 yards below this point. We shall now commence to drive the 204 yard level eastward from the winze, in a vein 2 ft. wide, worth 1 ton of lead ore per fathom. We have commenced to drive the 204 yard level west of Eyton's shaft, in a vein 2 ft. wide, composed of spar and blende, and producing good stones of ore. We expect an improvement here shortly. The lode in the deep level, west of junction, on Pant-y-Go vein, is getting larger, and looking more promising. There is a vein in the present forebreast 2 ft. wide, composed of lime and spar, showing some nice strong spots of lead ore. There is no change in the deep level going south-west on deep level vein. The 174 yard level west, on Pant-y-Go vein, is in whole ground; the lode is 6 ft. wide, producing occasional stones of ore, but not to value. We are making preparations for sinking the Pant-y-Go old engine-shaft below the 174 yard level; this shaft will be sunk in the centre of the orey ground, and where we should expect to open out some good deposits of ore at a deeper level. No alteration in our tribute department.

EAST CARN BREA.—Isaac Richards, Sept. 19: The lode in Thomas's engine-shaft is 1 foot wide, composed of quartz, capel, fluor, mundic, and a little copper ore.—Thomas's Engine-Shaft, No. 3 Lode: In the 90 east the lode is 15 inches wide—unproductive. The lode in the 90 west is 2½ feet wide, composed of very fine capel, quartz, fluor, mundic, and saving work for copper and tin ores. The lode in the 80 west is 2½ feet wide, and worth 3 tons of copper ore per fathom. The lode in Tom's rise, in the 80 east, is 1 foot wide, and worth 1 ton of copper ore per fathom. The lode in Williams's rise, in the back of the 50 west, is 1 foot wide, and worth 1½ ton of copper ore per fathom. The lode in the 40 west is 15 inches wide, and worth 1 ton of copper ore per fathom. The lode in the 60, east of Buckley's shaft, is 1½ foot wide, consisting of quartz, fluor, mundic, and a small portion of copper ore.

EAST DARREN.—Sept. 22: Taylor's Shaft: In the 116 west, on south part, the lode is 4 feet wide, yielding 18 cwts. of ore per fathom. In the 104 east the lode is 1½ yard wide, a little improved, now producing 1 ton of lead ore per fm. In the winze under this level the lode is yielding 1½ ton fo lead ore per fathom. The lode in the 92 east is 1½ yard wide, producing 1¾ ton of ore per fathom. In the winze under this level the lode is 1½ yard wide, yielding saving work for dressing. In the 92, west of boundary, the lode is 2 feet wide, yielding stones of ore at times, but not to value; ground hard for exploring. In the 80 east the lode is 2 yards wide, very much broken up, and disordered—unproductive. The lode in the 68 east is 1½ yard wide, but not looking quite so well as it was, now producing about 8 cwts. of ore per fathom. In the stope over the drift below this the lode is 2 yards wide, producing about 1½ ton of ore per fathom. We continue to raise our usual quantity of ore from the tribute pitches. We are getting on with the building of the wheel-pit at Blaencwm as fast as possible, and hope to commence putting up the wheel in about a fortnight, as we shall lose no time in getting this work done before the rainy season sets in. No indication of the lode has been seen in either of the cross-cuts north at New Pool. We have this day sampled 75 tons of lead ore.

EAST PROVIDENCE.—J. Nancarrow, Wm. White, Sept. 21: The sinking of Boorman's shaft is continued without intermission, and it will be down to the 120 next month. The 106 east is rather spare for driving. The ground in the 94 east is improved and the lode also, which yields tin to save, and is likely to be valuable shortly, as it is getting near the junction. There is no alteration in the 70 east. The 50 east looks rather better, as might be expected on its approaching the cross-course. The pitches continue to yield about their usual quantity of tin.

EAST ROSEWARNE.—C. Glasson, Sept. 24: In the 115, west of King's shaft, the lode is 12 in. wide, worth 6*l.* per fathom. In the 115, east of shaft, the lode is 15 in. wide, worth 5*l.* per fathom. In the rise in the back of the 105, west of shaft, the lode is 8 in. wide, producing stones of copper ore, but not enough to value. In the 95, west of shaft, the lode is 18 in. wide, worth 8*l.* per fathom. In the 95, east of shaft, the lode is 15 in. wide, producing stones of copper ore.

EAST SNAEFELL.—W. H. Rowe, Sept. 19: The engine-shaft is sunk on the lode 9½ fathoms below the 20, and I am glad to say the long-looked-for improvement appears just now to be showing itself. In taking down some of the lode to-day I find the hanging part has suddenly widened from 1 to about 3 feet, yielding good stones of lead, mixed with the usual favourable matrix (soft spar, &c), and looking very much like the real commencement of the ore ground coming in from the south; this part is at present separated from the footwall by a horse or wedge of ground, which, I hope, will wear out a little further down, as it obliges us to carry the shaft almost double the ordinary width. The price for sinking during this month is 22*l.* 10s. per fathom. There is no change as yet in the 20 fathom level end north, now 11½ fathoms from the shaft; the ground is close, but some water coming from it latterly would seem to indicate a change ahead; this end is set at 8*l.* per fathom. I shall be sending to Douglas for the drawing-machine in a day or two, that it may be fixed and at work before the winter sets in.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Sept. 19: All the places in this mine are looking precisely the same as we stated on Friday. In answer to your favour, we beg to state as near as we can judge that we have at surface broken from the winze 7 tons of the same kind of ore as you had assayed and we estimate that we have broken underground and at the surface, from the ground driven and sunk at the 75, on the caunter, quite 15 tons of copper ore. Since the tributers have discovered the ore in the pitch they have driven about 2 fms., and we think they have fully 5 tons of good ore broken.

EAST WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, Sept. 23: The lode in the pitch this morning is looking quite as well as we stated last week—a good lode. We have not yet intersected the lode at the 110 east, the cross-course must have heaved the lode further than we expected. The lode in the rise above the 110 east is 18 in. wide—a very promising lode, and producing good ore: in the eastern end of which the lode will produce 1 ton of copper ore to the fathom. The lode in the winze sinking below the 95 east is 2 ft. wide, and worth 2 tons of good ore to the fathom, with good work for tin. There is no change in the rise above the 95 east. The lode in the winze sinking below the 75 is looking quite as well as we stated last week, and it will produce for length of winze 6 tons of good ore to the fathom. The men are making rapid progress with each of the cross-cuts.

EAST WHEAL LOVELL.—R. Quentrall, Sept. 23: North Lode: In the new shaft, sinking below the 60, we have a lode worth 40*l.* per fathom.—South Lode: The lode in the 50, driving west, is worth 35*l.* per fathom. These points are opening out very good reserves.

EAST WHEAL RUSSELL.—W. Richards, Sept. 24: The ground in the 130, east of Davey's cross-cut, is a mixture of elvan and killas; no part of the lode has been taken down during the past week. The lode in the 100, east of the the cross-cut, is capely at this time; we shall, therefore, drive by the side of it for a short distance, for the purpose of making greater dispatch. We have cleared out the adit level on the north boundary lode upwards of 70 fms. from the present hauling-shaft, and we are now at a point where there is another cross-cut driving north. I think we are near another shaft. There is a large stream of water coming through the level. We shall weigh off the last months sampling of ore this afternoon.

EBURY.—W. Kitto, Sept. 22: The shaft is now sunk nearly 8¼ fathoms below the 50; the lode throughout the sinking has been changeable, and, generally speaking, poor. Since my appointment I have been under the impression that none of the present company's operations have been on the main, or Westminster great lode, but on what I consider to be an offshoot, leaving the main lode still to the south. I am, therefore, pushing the sinking, in order to get down to the next level that we may cross-cut, and if the lode proves productive (which I think we have every reason to expect) our mine will be at once established, as we shall have high ground to work on. The 50 fm. level end, east of shaft, is driven 13 fathoms, which should nearly reach the swallow, and which we are anxious to intersect, that we may drive west from the shaft under the old workings without fear of being interrupted with water. This level (the 50 east) has also been very changeable, although towards the sole we have often good stones of lead, and the ground very much better than towards the roof. Still I am satisfied it will be necessary to extend our workings underneath those very extensive excavations made by the ancients, where from every visible appearance I have not the least fear of being able to establish a good property.

FRANK MILLS.—J. P. Nichols, J. Cornish, F. Cornish, Sept. 23: No more lode has been intersected in the 145 cross-cut east since last report, but the ground has become rather stiffer. The east lode in the 145 south is without any particular change. The stope in the back of this level, opposite the engine-shaft, is ducing ¾ ton of lead ore per fm. The stope in the back of this level north, on same lode, is producing ¼ ton per fm. In the 130 cross-cut west no lode has been intersected, but we have now reached stiff ground, from which water is issuing. Hancock's lode in the 72, driving south, is fully 3 ft. wide, producing quite ¾ ton of lead ore per fathom. The lode in the same level, driving north, is 1½ ft. wide, and producing ½ ton per fathom. We purpose putting up a rise from this level at once, to communicate with the level above, for ventilation, &c. The lode in the 60 fm. level, driving south, is at present unproductive of lead ore to value. The south stope in the back of the 60 is producing ½ ton of lead ore per fathom, and the stope in the back of the same level, north from old winze, is producing about a similar quantity. The tribute department is yielding quite as much ore as for some time past. We are still making good progress with our dressing for next sampling, and everything, in fact, is progressing satisfactorily.

GAWTON COPPER.—G. Rowe, G. Rowe, jun., Sept. 19: The ground in King's engine-shaft, sinking below the 70, continues favourable, and our progress in sinking very satisfactory. The lode in the 70, east from said shaft, is 5 ft. wide, yielding 7 tons of good quality ore per fathom. The lode in the stopes in back of the 70 east is worth 5 tons of ore per fathom. The south cross-cut, driving through the capels of the lode, in the 70 west, is producing very strong mundic, impregnated with good quality yellow copper ore. The lode in the 60, east of shaft, is hard, and slow for progress. The lode in the winze and stope going down below the 60 is worth 4 tons of ore per fathom. No further change in any other point of operation.

GLASGOW CARADON.—W. Taylor, Sept. 22: Caunter Lode: The 78 west is worth 8*l.* per fm. The winze in bottom of the 65 south is worth 8*l.* per fm.; we expect to hole here this week, which will give good ventilation, and open up a good piece of ore ground for stoping. As soon as this communication is made, we shall cross-cut at the 78 to Arrol and Harvey's lodes under the present workings at the 65, and also drive further south to cut Child's lode of East Caradon.—Arrol's Lode: The 65 east is worth 6*l.* per fm. The stopes are varying from 8*l.* to 12*l.* per fm.—Harvey's Lode: The 65 west is worth 6*l.* per fm. The 65 east, driving by side of the lode, was worth 9*l.* per fm. when last taken down. The stopes on the lode continue to look very well, varying from 8*l.* to 12*l.* per fm. We are pushing on the cross-cut at the 52, from Arrol's to the lode, and hope to cut it by our next setting-day. No other change to notice.

GOGINAN.—Sept. 23: The lode in the 110 is large, and yielding 12 cwts. of ore per fathom. This point is suspended for the present, and the men put to rise against the sink below the 100 fm. level. In the rise over the 110 the lode is 5 ft. wide, producing 15 cwts. of ore per fathom. In the winze sinking under the 100 the lode is 4 ft. wide, containing good branches of lead ore, and yielding 12 cwts. per fathom. There are three stopes working over the 100, producing on an average 18 cwts. of ore per fathom. In the drift east of of cross-cut, on north lode, the part upon which the level is being extended yields 10 cwts. of ore per fathom. A stope over this level is producing 10 cwts. of ore per fathom. In the 60 east, on north lode, west of Bryn Pica shaft, the lode is 3½ feet wide, of a very promising character, yielding good stones of ore at times, and likely to improve. We have three pitches at work, yielding on an average 12 cwts. of ore per fathom. We sampled 32 tons of good quality ore to-day.

GREAT NORTH DOWNS.—W. Rich, C. Bawden, Sept. 23: The sinking of Sleggan's engine-shaft is being urged on as rapidly as possible, and is draining the 84 fm. level east and west. The water, also, in King's shaft, is draining off slowly. The 84, east of Sleggan's, is worth 5*l.* per fm.; the west end is poor. Butler's shaft, sinking below the 75 fm. level, yields good stones of ore, and the lode shows a very promising appearance. The 75 fathom level, driving east, is worth 6*l.* per fm. The stopes in the 64 east are worth 12*l.*, 8*l.*, 7*l.*, and 6*l.* per fm. The ground is much the same in the cross-cut south. The stopes west of Sleggan's are, on the whole, not looking quite so well. The 84, west of King's, carries good stones of ore. The stopes in this level are worth 12*l.* and 10*l.* per fm.—[In last week's report it stated, "We have set Sleggan's shaft to sink at 20*l.* per fathom, instead of 35*l.* as heretofore." It should have been "instead of 55*l.* as heretofore."]

GREAT NORTH LAXEY.—John Horsley, Sept. 22: The lode at the shaft continues to improve in size, being now 4 ft. wide in the north end, and producing a heavy feed of water, with a little mixture of lead and jack. The shaft is down about 10½ fms. below the 96. Judging from the appearance of the lode, and the heavy feed of water, my conviction is that we are drawing near to ore ground. We have commenced to rise in the 96, to communicate with the 84 fm. level sump for ventilation; the lode is about 3 ft. wide, worth 15 cwts. of lead per fathom. The lode in the 84 fm. level end north continues strong and kindly, and is from 3 to 4 ft. wide, producing occasionally good stones of lead and jack; the end is still letting out water, and looks very promising. The 84 fm. level sump is down about 7½ fms., and continues in orey ground; the sump is worth from 15 to 20 cwts. of lead per fathom. The stope in the roof of the same level is improving, and is now worth about 2 tons of ore per fathom. The lode in the 60 fm. level end south has been small, and almost nipped out with hard rock, but is now opening out with kindly spar and quartz, and looks very promising for lead. The stopes in the same level, both roof and sump, are not so good as they have been; they are worth from 10 to 15 cwts. of lead per fathom. We have 25 tons of lead dressed, and 5 tons of lead on the floors.

GREAT RETALLACK.—G. R. Odgers, J. Harris, Sept. 23: No. 1 Lode: The lode in the engine-shaft, sinking below the 20, is altogether 4 feet wide, composed of branches of quartz and lode, embedded in a beautiful channel of killas, worth from 8 to 9 cwts. per fathom. The lode in the 20 south is 2 feet wide, and worth 5 to 6 cwts. per fathom; this level is opening good tribute ground. The lode in the stope above this level will produce 4 cwts. per fathom. The lode in the 20 north is 15 inches wide, with stones of lead and mundic, letting out a large quantity of water; here we look for an improved lode. We have placed two men to stope the back of this level, where the lode will produce 3 to 4 cwts.—No. 2 Lode: The lode in the shaft, sinking below the 20, is 2 feet wide, containing stones of lead. We have a strong lode in the 30 north, but as yet it has not drained the winze where the bunch of lead is. The shaft having drained the 30 fm. level, we have placed two men to stope the bottom, and in our next we will write you further particulars.

GREAT SOUTH CHIVERTON.—J. Nancarrow, J. George, Sept. 22: The new shaft will be completed to the 20 fm. level by the end of the month, when we shall commence rising on the lead already discovered, and resume the driving of the 20 east. The winze below the 30 will yield 3 cwts. of lead per fathom. The lead will yield 3 cwts. of ore per fathom. The lead continues westward in the bottom of the 40 fm. level end. The lode in the 40 east is improving in its appearance; it is now 3 ft. wide, and likely to get into lead very shortly. We are evidently getting near the lead in the 50 west, as the lode looks the same as it did in the 40 just before we reached it. The lode in the 50 east is 2 ft. wide, composed chiefly of flookan and spar.

GREAT SOUTH TOLGUS.—J. Daw, Sept. 23: In stripping down some ground north of Noel's shaft, and below the 150, we discovered another part of the lode; it is 1 ft. wide, composed of spar, jack, and stones of copper ore. No alteration in any of the levels east of Noel's shaft in the past week. In the winze sinking below the 140, on the tin lode, the lode is 4 feet wide, worth 14*l.* per fm. In the bottom of the 154, and under this winze, we set to-day a pitch, to eight men, at 6s. 8d. in 1*l.*; also two other pitches on the tin lodes at 10s. in 1*l.*; and five pitches on copper, tribute varying from 8s. to 10s. in 1*l.* We sampled to-day 83 tons of copper ore.

GREAT WHEAL BADDERN.—R. Pryor, H. Tregoning, Sept. 19: We have set to-day the 75 to drive west from the cross-cut, on the tin lode, by six men, at 16*l.* per fathom! the lode is 5 ft. wide, producing a little tin throughout. The character of the lode is improving, and when the ground becomes a little easier for driving we have every reason to believe that we shall have a good course of tin. This level to drive west, on the lead lode, by six men, at 7*l.* 5s. per fathom; the lode is 2 feet wide, and contains more spar than ever we have seen in this level before; in the old mine it was considered to be a favourable indication. The water in the old mine is now down to the 25 fm. level. Our pay and setting went off satisfactorily.

GWYDYR PARK.—W. Smyth, Sept. 22: In the shaft at Gwyn Llifion the lode is at present rather disordered, and seems to be making a splice. There is a little mundic and blende showing in the branch, driving south in Gwydyr.

HINGSTON DOWN.—T. Richards, Sept. 22: The stope in the bottom of the 140, east of Bailey's engine-shaft, will produce 5 tons of ore, that may be valued at about 15*l.* per fathom. The 140 east will produce 2 tons of ore, worth 5*l.* per fathom. The 100 west is without any material change. In the rise in back of the 85 fathom level the lode is large and promising. At the deep adit level the ground continues favourable.

IMPERIAL.—E. Pearse, Sept. 23: There is nothing new to report this week. We have been obliged to have a new feed-pump for the engine, which will be fixed to-day, and I expect the engine will be at work. You may expect the tenders for the lead (20 tons) on Saturday next.

LYD RIVER SILVER-LEAD.—John Gregory, Sept. 24: On the Lake lode we have cleared away, and can go in as far north as the shaft sunk in the plantation; how far the level is extended beyond this I cannot tell, as it is full of stuff to the back of the level. Having made a careful survey of the lode, I can quite endorse Captain Knott's report, the late manager, in previous working, wherein he says—"In the back of the adit level, which varies in depth from 10 to 16 fathoms, there are different places where rises should be put up, as, comparatively speaking, there is nothing done in the back of this extensive driving, which is upwards of 150 fathoms on the course of the lode, and goes through various runs of ground as promising for deposits of silver and silver-lead as the ground within 1 foot of where we discovered and returned the 37*l.* 14s. 3d. worth of silver ore from. It is evident from the silver we have already obtained from the lode that the locality of it abounds with the combinations which result in the precious metal, which gets absorbed by the lode; and by the mode of working I have pointed out, I have no doubt of making further discoveries of riches, which will make the mine a very valuable property." I would suggest that you should not lose sight of the peculiar and extraordinary advantages of the mine, which have been so ably pointed out, and the valuable deposit of silver which they had should alone be a sufficient inducement for our carrying out the suggestions pointed out in the foregoing report; besides this, there is, as I mentioned in a former report, a portion of the lode we have been breaking from the western side of the level that was not done anything on in previous working. One of the shareholders has just shown me the assay made of a stone he sent to Mr. James Clymo, of Liskeard. He says—"I first bruised the stone, to separate the silver-lead ore from other matters, and washed and

brought it into a marketable condition; then it produced for lead 15¾ in 20—silver 4 ozs. per ton of ore. I hope you will be pleased with the result."—Indies Level: Here we have been very much impeded during the week, the flookan on the footwall of the lode keeps coming away with the water, and thereby bringing away other portions of the lode, consequently we cannot make so much progress as I could wish; I am of opinion from the appearance of this lode stuff that it carries a portion of silver, and, therefore, it is necessary to have it assayed, and thereby ascertain what amount of silver and lead it does contain. We have cleared out the level on the other side of the hill, commenced from the river on the Lake lode, and been driven north towards the engine-shaft; here I find where they left off driving the lode is small, but from a stream of water issuing out from the eastern side of the level it strikes me the main portion of the lode is in that direction. In continuing this level on north a great depth of backs would be obtained almost immediately, as you are aware the hill rises very steep in that direction. I will advise you immediately the level is cleared to the end on the Indies lode. I am sorry to say the late storm of wind and rain broke in a portion of the loose stuff around the collar or surface of the engine-shaft, thereby loosening the foot of the shears, and the stays gave way in the night, and the shears has fallen over on the hedge of the field close by.

MARKE VALLEY.—John Truscott, Sept. 23: The ground in the cross-cut, going south at the 136, continues hard.—Marke's Lode: The 124 east is producing stones of ore. The 124 west is worth 2 tons per fathom. The 112 east is poor. The 100 west is poor. The 100 east, on Sarum lode, is worth 2 tons per fm. In the 100 west we are driving by side of the lode.—Rosedown Lode: The 90 west is producing 1 ton per fathom. The 80 west is producing 2 tons per fathom. The 60 west is producing 2 tons per fathom. The 50 west is producing 2 tons per fm. The 40 west is producing 4 tons per fm. The 30 west is producing 3 tons per fm. The 30 east is producing 3 tons per fm. Good progress is being made in sinking Faucett's shaft, below the 80.

MAUDLIN.—John Tregay, Sept. 19: In deep adit east, on the new north lode, we have intersected some branches, producing good stones of copper ore, one of which in the back of the level will produce about 1 ton of copper ore per fathom. We intend to follow on this in the end to prove if these branches fall together, in that case we shall expect to find the ore before us as well as in the back of the level. In deep adit west there are more capels in the lode, which generally indicates an improvement.

MINERA UNION.—Wm. T. Harris, Sept. 22: Low's Shaft: The cross-cut at the 75 yard level west is making good progress. The character of the ground is very favourable, and I think we are not far from intersecting another lode. At the 40 yard level we have resumed the driving of the cross-cut eastward; judging from indications, we shall not have far to drive before cutting a lode; the ground consists of limestone, and is moderately easy for driving. The other parts of the mine are without change to notice.

NEW CLIFFORD.—J. Michell, Sept. 24: Our cross-cuts in the 50 are being driven as fast as possible, by a full pare of able men. The strata in each is killas or clay-slate, of a very congenial character, being highly charged with mundic and yellow copper ore.

NEW CROW HILL.—T. Trelease, A. Kent, Sept. 22: We have no change to notice this week in our underground operations. We are glad to say that the rain we have had has increased our surface water, and enabled us again to push on our dressing operations satisfactorily. We intend taking samples of our parcel of lead on Friday, which we compute at about 9 tons.—Wheal Loulsa: At the engine-shaft we are making fair progress in sinking. In the winze under the 60 we are still sinking; the lode is producing saving work, though not quite so good as it was some weeks ago, but still a kindly lode. In the 60 end east we have a very promising lode, 4 ft. wide, letting out a large stream of water, and producing good stones of ore occasionally. This mine is also well supplied with surface water at present.

NEW GREAT CONSOLS.—Richard Pryor, Richard Trathen, Thos. Bennetts, Sept. 22: Ellis's engine-shaft men continue to make fair progress in cutting the ground for the plunger-lift, &c., which work is being pushed on with full vigour. Our tributers are working well, and continue to break large quantities of copper ore and mundic, the dressing of which is carried on as fast as possible.

NEW TRELEIGH.—Samuel Michell, Sept. 23: We have commenced driving in the bottom of the new shaft; the lode west of the shaft is nearly 3 ft. wide, composed of quartz, peach, mundic, and copper ore, of the latter I should say it would turn out about 2 tons of copper, of pretty good quality, per fathom. The eastern end is of much the same character, but discharging more than the western one. The south part of the lode in the 70 is looking very small towards the bottom of the end; the ore part is about 9 in. wide, worth about 25 cwts. of ore per fathom. The winze below this level will produce about 30 cwts. of ore per fathom—a kindly lode. There is nothing more to say worth noticing as regards underground operations, but I shall put the new boiler in action on Saturday.

NEW WESTMINSTER.—Wm. Kitto, Sept. 22: Thompson's engine-shaft is now down rather more than 11 fathoms below the 70; and considering the size (15 ft. long) and other circumstances, I think, on the whole, making very fair progress; sinking on an average 3 ft. weekly. In my previous reports I have informed you that the productive part of the lode has not been taken down for upwards of 4 fathoms high; this will be done as soon as our shaft is sunk to the required depth for another level, and made properly secure, which (all well) will be within the next fortnight. I really cannot, therefore, give you the true value of the lode in the bottom of the shaft, but close to the bottom, where we partially cut into it in the western end of the shaft for timber, the appearances are quite satisfactory, showing a very fair display of lead, and from all I can see I think our next levels, especially the western one, will be started in a productive lode, and ground pretty easy. The lode in the 70 fm. level end east is nearly 3 ft. wide, and worth something like 1 ton of lead per fathom; this level has been driven all the way from the old engine-shaft, and is now 23 fathoms east from Thompson's shaft, and has been productive for a very considerable distance. You will see from the section that the roof has been taken away up close and beyond the present end, and the same remark is applicable to every other part of the mine. Underhand stoping has been carried on to a most fearful extent, to the neglect of sinking and driving; the consequence is, the stopes are very much in advance of the shafts and levels. We have commenced to drive the 60 fm. level end east, which at present is in a piece of disturbed ground; this can be traced from surface downwards, but after passing through it, judging from excavations made by former workers, we shall then have hundreds of fathoms of uninterrupted ore ground drained by the present levels. I consider the extension of levels into the eastern ground of the greatest importance for the future welfare of the mine, as it will entail no further expense in water charges, &c., but if properly developed will, doubtless, add very considerably to the returns of ore. I must say I know of no other piece of mining ground holding out more reasonable hopes of success than this if, as I before said, it is fairly laid open. These, then, are the principal operations we are at present pursuing—the sinking of the engine-shaft and driving the 70 and 60 fm. level ends eastward; of course, as soon as we reach the 80 we shall commence west as well as east. Our engine is working pretty well at present, but owing to the arrangements in the pitwork we have to work fully one-fourth faster than would be otherwise needful; this is in consequence of having a small drawing-lift to supply a very large plunger; however, as soon as we reach the 80 no time will be lost to remedy this evil. In conclusion, I am convinced that in New Westminster you possess a good property, but it will require time to properly develope it, and when fairly laid open I feel satisfied that we shall figure very respectably in the ore sales.

NEW WHEAL TOWAN.—Richard Pryor, Sept. 23: The men in the adit level are now rising and sinking, in order to make the communication to the deep adit cross-cut.

NORTH RETALLACK.—G. R. Odgers, J. Harris, Sept. 23: The water in No. 1 boundary shaft having increased, we have suspended the sinking for a week, when we hope ro be in a position to resume the sinking, as we think by that time it will be drained by the 20 north from Great Retallack.

NORTH WHEAL CHIVERTON.—Wm. Hancock, Wm. T. Bryant, Sept. 22: Herewith we beg to hand you the report for your committee meeting, to be held to-morrow:—The engine-shaft is sunk 3 fathoms 2 feet below the 100; at this point there is about 4 ft. of the lode in the north end of the shaft, composed of quartz, mundic, and spots of copper ore, with occasional small stones of strong silver-lead; the lode, so far as we can see of it, is of a more promising character than where we cross-cut through it in the 100, and appears to be more perpendicular, and the rock that it is embedded in is all that can be desired for the production of minerals; sinking by twelve men, at 18l. per fathom, the lode being wet and vughy makes it a little more troublesome for sinking than formerly. The 100 has been driven east, on the south part of the lode, about 5 fms.; we have been carrying about 4½ ft. of it, composed of soft quartz, mundic, flookan, and at times produces good bits of lead—rather a promising lode, and carrying a good firm wall on the south side; the ground in this end has within the last few days considerably improved in character; driving by four men, at 100s. per fathom, but will be set at a much reduced price on Friday next, that being our survey-day. The lode in the 90 east, for the portion we are carrying, 5½ ft., is composed of blende, quartz, mundic, and lead disseminated throughout; as pretty a looking lode as can be seen without a course of ore; we are obliged to save it all for dressing. Though blende is at present the prevailing mineral, the last 9 fms. the lode has been of this character, at times producing more lead than others, in places worth 5l. per fathom; driving by six men, at 70s. per fm.; this end is now 31 fms. east of the shaft, and about 3 fms. behind the winze sunk 2 fms. below the 80. As soon as the end is forth we purpose rising against the winze for ventilation, and to unwater the 80 east of it, so as to enable us to sink a winze further east in a good lode of lead. From the nature of the lode in the end, and what we have seen in the bottom of the 80, we look forward to have a much improved lode for lead in the 90 in a few fathoms driving. We have disengaged the flat-rods at old sump-shaft, fixed plunger-lift in the 80, at engine-shaft, and arranged the pitwork below, which is working very satisfactorily. Although we have not as yet been fortunate in meeting with a course of ore, still we consider our prospects are more cheering in this part of the mine.—Hick's, or Western Part: Having duly considered the matter over, and the most economical way to prove this part of the sett, there can be a wire-rope attached to our present engine; although the distance will be great, it will, no doubt, take us down to prove the lode about 40 fms. below surface; and from what we can see, and the information we can gather of this part, we have no doubt it will be attended with success.

— William Hancock, Sept. 22: Since writing you report for your committee meeting I have been underground this forenoon, and broken some splendid stones of lead towards the bottom of the level, in the 90 fathom level end east, and also some excellent lead work from the south part of the lode in the engine-shaft sinking below the 100.—P.S. I forward you by mail train this afternoon some of the specimens that came from the end and shaft. The two dark coloured ones came from the 90 fathom level end, the rest from the shaft.

OKEL TOR.—J. Rodda, Sept. 24: The lode in the rise in the back of the 80 fathom level is 2 ft. wide, and is composed of sulphuric mundic, peach, and ore, worth of the latter 1½ ton per fm., and the ground is moderately easy for rising. In the western winze in the bottom of the 65, on the south lode, we have a large capel coming in, which impedes our progress in sinking; the lode is producing for the length of the winze (12 ft.) 5 tons of ore per fathom. The stopes in the bottom of this level, east and west of the eastern winze, are each yielding 4 tons of ore per fathom. Burley's stope, in the back of the same level, west of Hele's winze, will yield 2 tons of ore per fathom. Crossman's stope is rather poor, and the men are removed and put to strip out a piece of lode in Gerry's cross-cut, preparatory to driving west. Since cutting the lode at this point we have opened east on its course 3 fms., which has yielded 4 tons of ore per fathom. In the present end the lode is of the same value, and when the piece of lode before referred to is stripped out I am of opinion that we shall have an equally productive lode going west.

OLD GUNNISLAKE.—H. Rickard, Sept. 23: The ground in the 91 fm. level cross-cut, at Michael's, is much the same as last week, and a little watery. The ground at Parker's cross-cut is much stiffer for driving. The tribute department is much as usual. I hope by next sampling to have from 20 to 25 tons of much better quality ore than the last.

PEDN-AN-DREA UNITED.—W. Tregay, J. Thomas, Sept. 19: Sump: In the 140 west end the lode is worth 8l. per fm. In the 130 west the lode is very hard, producing stones of tin, and letting out much water; the footwall is not yet reached. In the 130 west rise the lode is worth 6l. per fm. In the 120 west winze the lode is worth 10l. per fm. In the 120 east end the lode is worth 12l. per fm. In the 90, east of Bragg's, the lode is still unsettled, worth about 6l. per fm. In the 68 east we have been getting away large quantities of coarse quality tinstuff, with occasional rich stones of tin, which lead us to expect an early improvement.—Cobbler's: In the 120 east end the lode is worth 8l. per fm. In the 120 west end the lode produces stones of tin, and is promising for improvement. The stopes in bottom of this level are worth 16l. per fm. In the 110 east winze the lode is worth about 6l. per fm.—North Mine: The pitches at the 20, 30, 40, and 47 fm. levels, are producing large quantities of fair quality tinstuff. We have been prevented working in the 55 by the water and attle from the levels above, which it has been necessary to clear away in order to facilitate operations there. No other change to report.

PENHALLS.—S. Bennetts, Sept. 18: The lode has not yet been cut at the 70. The 60 east is without any material change. In the same level west the lode is large, and of a very promising description, yet not very productive. The 50 cross-cut north is still without any lode. The 45 east is just as last reported, and the rise, east of the cross-course, in the back of the 50, is up to a large gossan, and consequently on the top of that point of the lode. The winze below the 40 is not quite so productive as last reported. At the Pink Mine there is but little change worthy of notice. The lode in the winze below the 30, at Shop shaft is still very promising, large, and associated with floors of tinstuff, in connection with it. We have cleared another shaft a little to the south of the latter, just below the 20, through the gunnis, and down to water, although not to the bottom of the shaft.

PENHALE UNITED.—R. Pryor, H. Bennetts, J. Pryor, Sept. 21: The lode in Phillips's engine-shaft, sinking below the 90, is now 2 feet wide, and worth 4 cwts. of silver-lead per fathom, but the shaftmen have been, and are still, engaged in repairing the whim-shaft about the 70, in consequence of a piece of ground having turned out from the same. The lode in the 90, driving north of the shaft, is just the same as when last reported on; and in the rise in back of this level the lode is worth 5 cwts. of lead per fathom. The lode in this level, driving south of the shaft, is worth 3 cwts. of lead per fathom, and the ground very soft. The lode in the 80, driving south of shaft, has improved, and now worth 4 cwts. of lead per fathom. We have this day communicated this level north to Hall's shaft, and shall in the course of two or three days commence to drop the lift to the bottom of this (Hall's) shaft, as well as commence clearing the 80 fathom level north; these are considered to be the best parts of the mine, which we shall soon accomplish, and on Friday next we hope to be able to set several tribute pitches in the 80, and this being our pay and setting-day a full report shall be sent you of the same.

PENHALE WHEAL VOR.—W. H. Martin, Sept. 22: The engine-shaft men are still engaged cutting the plat in the 94, but as soon as completed we shall resume the sinking below this level, and put the 50 fathom level endmen, who are now securing a stull in the adit, to drive to cut the north and south lodes in the 94.—Penhale Lode: I have suspended the 63, west of Holroyd's shaft, but shall to-morrow put these men to drive the 60 fathom level east from Ritchie's shaft. Ritchie's shaftmen have completed the casing and dividing from the 50 to the 60 fathom levels, and are at present cutting a plat preparatory to sinking below the 60 fathom level. We have sufficient pitwork on the mine to enable us to sink 10 fathoms more in engine and Ritchie's shafts. Some of the tributers are getting wages.

PERRAN SILVER-LEAD.—M. Wasley, Sept. 22: When reporting last week my intention was to get the sink below the level cleared at once, but on re-examining the level south of the shaft I found it to be driven through the centre part of the lode, of which a great portion remained on the foot and hanging-wall. I felt anxious to see the nature and extent of the lode at this point, so commenced taking it down, and we find its size and composition to be of the best character possible, very similar to what was reported last week, and in addition yielding large lumps of rich silver-lead ore, and increasing in size and value towards the bottom; considering the length, position, and matrix of the lode, I never saw one more to my liking anywhere at such a shallow depth of 4 fms. from surface. The accompanying specimens of the lead broken this day from the lode in bottom of the level will show its value clearer than anything that can be reported.

PRINCE OF WALES.—J. Gifford, Wm. Gifford, Sept. 24: In the 65 east the lode is 4 feet wide, worth 18l. per fathom. In the 65 west the lode is 3 ft. wide, worth full 25l. per fathom; these ends are looking well, with every indication of further improvement. In the cross-cut south, in the 55 west, towards the supposed new lode, the ground is favourable for driving, and highly mineralised, with strings of rich yellow ore intermixed. In the 55 east we have met with the cross-course seen in the 45 east, and cut into it 1 foot—not through it—composed principally of quartz. The stope in the back of the 55 east is worth 30l. per fathom. We have resumed sinking the winze in the 55 east, by six men; the lode at present is worth 15l. per fathom. The stope in back of the 55 west is worth 15l. per fathom. In the 45 west there is no change since last report. The stope on the supposed new south lode, in the 45 west, is worth 15l. per fm. The tribute pitches in the back of the 45 east are looking favourable. We hope to sample on Friday next about 120 tons of good quality ore.

PRINCESS OF WALES.—Thos. Foote, George Rickard, Sept. 22: The ground in the engine-shaft still continues favourable for sinking, and good progress is still being made. We are continually meeting with branches in the shaft, which are all dipping towards the lode. We are making good progress in building the engine-house, the weather being again favourable for carrying on this work. All other surface work is going on satisfactorily.

REDMOOR.—T. Taylor, Sept. 24: The lode in the 25 east is disordered by a flookan slide just where the former workers turned into the elvan. We intend to stope from the run to the slide at once. There is a great lode in the western end in this level; the south wall is not cut—we shall put two men to do so. The lode in the 12 west is improving, now 2 feet wide, containing a deal of spar and mundic, the whole saving work for tin. The eastern end is full of stuff; the men are now stoping the back from the shaft; the lode is from 3½ to 4 ft. wide. I cannot say the value of this gossan underground; there is no change in its character, and I should think it to be as good as in the level. We have cased and divided the shaft, erected the poppet-heads, pulley-stands, &c., and hope in a few days we shall then clear out the stuff and resume the end east. The stamps are working very well, considering the little water we have. We are getting on very well with the dressing, and all other work at surface.

ROARING WATER.—H. Thomas, Sept 22: There is no particular change in either of the cross-cuts since last reported on, with the exception of an increase of water flowing from the north cross-cut end, with stones of rich grey ore.

ROSECLIFF AND TOLCARNE.—R. Pryor, Sept 23: The lode in the 50 fm. level, driving east of Lindo's engine-shaft, is without much change to notice since our last report. The lode in the old engine-shaft, sinking below the 30, is a little harder, but of much the same character as when last reported on. The lode in the winze sinking below this level has a little improved in appearance. No change to notice in any other part of the mine.

SOUTH CONDURROW.—J. Vivian and Son, W. Williams, Sept. 19: We are still driving east of King's shaft, at the 93 fm. level, and intend endeavouring to cut through the lode diagonally in this direction, which we hope to accomplish shortly, and find the lode a valuable one. In the 83, west of King's shaft, the lode continues to present a favourable appearance, and much the same composition as when last reported on. In the 61, west of King's shaft, we are opening the large tin formation by driving east on the south side of it to communicate with the stope in the same level, and rising and sinking to communicate with the 51; in another month we shall have cut open this ground so as to be able to work it much more extensively than we have yet done, and shall be breaking considerable quantitites of tin. In two months from this time we shall be able to get possession of the large water stamping-mill of 20 heads, at Tuckingmill, and from the quality of the tinstone which we are now breaking, shall then be able to return 6 tons of black tin per month, worth at present price of tin say 333l. The tin course we are thus laying open is about 3 fms. wide, and the south part which is most valuable is about 9 ft. wide, and worth 25l. per cubic fathom. We are driving the 71 south to intersect the tin course at this level, also by six men. In Vivian's shaft, under the 51, we have met with water, and have therefore suspended the sinking of it temporally. In the 51, west of Vivian's shaft, the lode is large, and composed principally of chlorite, through which good patches of tinstone are beginning to be met with. On the whole we consider the position and prospects of the mine better than they have been for a long time.

SOUTH DARREN.—J. Boundy, W. H. Boundy, Sept. 19: Owing to the scarcity of surface water, and the breaking of the casting that connects the main-rod to the bob over the engine-shaft, having caused the pumping-wheel to be idle for four days, we have not been able to do anything in the 70 fm. level for some time past, it being impossible to keep the lowest parts of the mine clear of water. We hope, however, to have the water in fork at this level (the 70) by Wednesday next, and resume operations, which shall be pushed on by a full pare of men as fast as the nature of the ground will allow. The ground in the drawing-shaft, sinking below the 60 west, continues favourable, and the men are making good progress. The lode in the 60 west is split into two parts; we are at present opening on the north part, which is 2 ft. wide, and worth for lead and copper ore 20l. per fathom. In the 50 west there is no change to notice. The stopes throughout the mine are producing their usual quantities of lead and copper ore. There is nothing worthy of particular remark in other parts of the mine. Our machinery is in good working order, and the dressing progresses well.

SOUTH FOWEY CONSOLS.—F. Puckey, Sept. 21: Our underground operations are at present principally confined to the sinking of the engine-shaft, which is now down 22½ fms. below the adit level; we have 8 fms. further to sink, including 3 ft. for fork, to reach the 30. When the shaft is sunk to the 30 we shall cross-cut the numerous lodes driven through in the adit, and from their very promising character as therein seen we are sanguine of good results when the lodes are fully developed in the 30. We are urging on the sinking of the shaft as rapidly as possible, by eight men and three wages men, who relieve in place and work from 1 o'clock on Monday morning until 10 o'clock on Saturday night. The ground in the shaft is very congenial for mineral, and easy for exploring, and was set on Saturday last to sink to the 30, at 13l. 10s. per fm.

SOUTH GREAT WORK.—S. J. Reed, Sept. 23: We have an improvement in the deep adit driving west of Boase's shaft; the lode (No. 1) is 1½ ft. wide, composed of quartz, mundic, chlorite, with rich stones of tin, and worth from 5l. to 6l. per fathom—a fine looking lode. The cross-cut south towards Wheal Giant and the copper lodes, is now being pushed forward with greater speed, the ground having much improved for driving since we have got out of the elvan. In driving east and west of Bounder shaft, West Great Work main lode has a promising appearance, and yields a little tin.

SOUTH HERODSFOOT.—Wm. Goldsworthy, Sept. 24: The ground in the cross-cut at the 100 is a little harder than it has been, therefore our progress is not so good as we could wish. The engine and pitwork are in good order, and working well.

SOUTH ROYALTON.—T. Parkyn, Sept. 21: I have commenced opening on the lode, and shall have the little engine brought home next week, when not a moment will be lost in fixing the same and attaching the stamps, so that tin will soon be in the market. Everything is being pushed on with all dispatch, and we have some rich tin at surface.

ST. JUST AMALGAMATED.—R. Pryor, W. White, R. Wearne, Sept. 23: The lode in Phillips's engine-shaft, sinking below the 50 fm. level, is worth 7l. per fathom, with a good appearance. The lode in Saveall's engine-shaft, sinking below the 100 fm. level, is worth 11l. per fm. The lode in the 100, driving east of this shaft, is worth 6l. per fathom. In this level, driving west of ditto, the lode is worth 7l. per fathom. The lode in the 90, driving west of shaft, is worth 6l. per fm., and improving.—Owl Lode: The lode in the 40, driving north of Reddipper shaft, is worth 5l. per fm. The lode in the 20, driving north of shaft, is worth 6l. per fm. In the 10, driving north of shaft, the lode is without change to notice. The lode in the adit, driving north, is improving in its appearance and character as it gets out of the influence of the cross heads which for some time have disordered it.—Pryor's Lode: The lode in the 62, driving west of cross-cut, is worth 6l. per fm., looking promising for further improvement.

TAMAR VALLEY.—J. Goldsworthy, Sept. 24: The engine will be ready positively to start on Oct. 1, when the operations at the mine will, indeed, be interesting to the shareholders, as I have no doubt as to the good and profitable results so soon as we get the mine in fork.

VIGRA AND CLOGAU.—Wm. J. Holman, Sept. 24: Visible gold has been broken during the past week from the bottom of No. 6 shaft; the lode is now 7½ feet wide, and is still improving in appearance as we go down. Gold is now showing in the solid rock in the bottom of the shaft. Owing to the great width of lode that is being taken down our progress in sinking has been rather slow. The lode in the end being driven east from No. 5 shaft is the same as last reported, as is also the lode in the end west from No. 4 shaft; I expect the ground between these ends will be cut through by the end of the week. At old Clogau Copper Mine the men will by Saturday finish winding up the stuff and water from the bottom of the mine, when the sinking of the incline skip-shaft will be resumed with full force. The Jenny's adit, at Vigra Mine, is without any change. At the reduction-works we have not sufficient water to turn the wheel, consequently but little is doing. At surface the back of the lode, between Nos. 6 and 1 shaft, is being uncovered. [Since last report 64 ozs. 6 dwts. 16 grs. of gold has been received at the offices of the company.]

WEST CARADON.—Wm. Johns, N. Richards, Sept. 22: Vivians lode, in the 170 west, is very regular, consisting of fluor-spar, mundic, and spotted with copper ore. At Allen's lode, in the same level east, we have intersected a small crossing. We have cut in south, and have again the lode, which is much the same in size, with a rich leader of yellow copper ore, more than we have seen for some time past; when this end is a little further advanced we purpose cutting in north in this cross-course, to see Vivian's lode, which we expect to be about 3 fms. apart, judging from where intersected in the main cross-course. At Dunstan's lode, in the 104 east, we have a change of ground in the end; we hope this will improve the lode. The winze sinking below the 114 (Gonamena) is down to this level (the 104); we have about 10 fms. here to drive to effect a communication, and thus enable us to stope away the piece of ore ground left off by Gonamena. We have cleared out the 38, west of Crouche's shaft, on Allen's lode, and find the lode not driven on west of the little cross-course; at present it is split up into branches, each containing ore. We have set a pare of men to drive, to see how it looks out of the influence of the cross-course. At Marina's we have driven about 2 fms. west of the cross-cut, on the branch cut north of the shaft; in this drivage we have broken some rich copper ore, but the present end is poor; no doubt this will be good in depth. In the north cross-cut we have a beautiful class of ground, which we are forcing on, knowing we have other lodes before us.

WEST DRAKE WALLS.—T. Gregory, Sept 24: The ground in the 40 fathom level cross-cut south has rather improved, and better progress is now being made. In the 40 fm. level cross-cut north there is no change of importance to notice.

WEST GREAT WORK.—S. J. Reed, April 30: The great north lode in the 50, east of flat-rod shaft, is 3 ft. wide, worth 6l. per fathom for tin. The lode in the 40 east is worth 5l. per fathom. In the rise in back of the 30 the lode is 1½ ft. wide, opening tribute ground. West from flat-rod shaft the lode continues to produce rich stones of tin, and the character of the ground improves. The lode in the 8, east of Watson's shaft, is worth 15l. per fm. In the adit, east of said shaft, the copper lode still turns out 2½ tons of ore per fm. The stopes in back of this level, west of said shaft, are worth fully 20l. per fathom for tin. Since Harvey's shaft has been completed to the 8 fathom level we have had good ventilation in this part of the mine. The pitches throughout continue to produce their usual quantity of tin.

WEST MARIA AND FORTESCUE CONSOLS.—Wm. Skewis, James Donnal, Sept. 23: West Maria Lode: In the 60, east of Maria engine-shaft, the lode is not taken down; there is more water coming from the end, which is a promising feature for an improvement. The men from the stopes in back of this level are at surface assisting about the whim-engine, which will be ready to start working by the end of this week. The whole of the lode is not seen in the 50 east; the part carried, 5 ft. wide, is worth 20l. per fm. The lode in the rise in back of this level is worth 16l. per fm. No. 1 stope, in back of the 50, is worth 16l. per fathom, and No. 2, 25l. per fm. The lode in the 40 east is 5 ft. wide, worth 12l. per fathom. There is no change in the ground in the new shaft, sinking below the 30, which is still of the same favourable description.

WEST PRINCE OE WALES.—W. C. Cock, Sept. 22: The ground in the 16, east of north engine-shaft, on the main lode, is a little stiffer, and the end wet; progress, therefore, not so good. The south lode in the 16 is not further improved, it is evidently yet in a very unsettled state, and the sinking of the shaft should be resumed without delay.

WEST TOLGUS.—Sept. 23: Taylor's sumpmen are making fair progress in sinking Taylor's engine-shaft below the 95. The lode in the 95, east and west, is much the same as last week, each end yielding 5 tons of ore per fathom. In the rise over this level we are rising in the country. In the 85 west the lode is 4 feet wide, consisting of spar, killas, and mundic—unproductive. In the 85 east we are carrying 4 feet of the lode, which is producing from 3 to 4 tons of ore per fathom. The part of the lode that we are now carrying is 2 feet wide, and will produce from 1½ to 2 tons of ore per fathom—a large and pretty good lode. The lode in the 75 west is 4 feet wide, producing 2½ tons of ore per fathom. In the 65 west the men have been dessing the lode, which is not taken down. The lode in Richards's shaft is without any alteration to notice since last week; it is 6 feet wide, consisting of spar, blende, killas, and occasional stones of ore; the water does not seem to increase. We have four stopes worth 12l. to 14l. per fathom, and one worth 8l. per fathom.

WEST WHEAL TREMAYNE.—S. Roberts, Sept. 23: The general appearance of the mine is much the same as last week. We have not made much progress since in the 32, in consequence of the hard ground spoken of, but it is now beginning to improve; ground more congenial, and lode more regular and defined, with a little ore. The sinking of the winze in the bottom of the 20 has been somewhat improved by reason of the water in it; there is a good orey lode 16 to 18 in. wide. In the 20 end west, on engine lode, the lode is still small; ground, a light soft killas, easy for driving, and in this place does not seem to agree with the lode, but we think is is only a floor.

WHEAL BULLER.—J. Inch, J. Brown, Sept. 23: Setting Report: Last Friday being our setting day we set the following tutwork bargains:—The 92 fm. level to drive east of Stevens's shaft to six men, at 11l. per fathom; the lode in this end is large, producing low quality work for tin. The stope in back of this level to three men, at 6l. per fathom; worth 9l. per fathom. The stope in the back of the 80 fathom level, east of this shaft, to four men, at 4l. per fathom; worth 8l. per fathom. A winze sinking under the 80 fathom level, west of this shaft, to two men, at 9l. per fathom; worth 6l. per fathom. The 60 fm. level to drive east of this shaft to two men, at 7l. 10s. per fathom; worth for copper ore 10l. per fathom. Hocking's shaft to sink under the 80 to nine men, at 25l. per fathom; this shaft is sunk below the level 7 fathoms, and worth for tin 12l. per fathom, and kindly to improve. We broke in this shaft tonight some splendid stones of tin. The 80 to drive east of this shaft, on Stevens's lode, to two men, at 12l. per fathom; the lode in this end is producing stones of copper ore. The 80 to drive west on this lode to four men, at 12l. per fathom; the ground in this end is getting more favourable for driving, but still unproductive. The stope under the 70, west of the cross-course, on the north lode, to six men, at 6l. 10s. per fathom; worth for tin 12l. per fathom. A winze to sink under the 70, on this lode, to four men, at 10l. per fathom; worth for tin 9l. per fathom. The stope in back of this level, east of the cross-course, to four men, at 6l. 10s. per fathom; worth 9l. per fathom. The stope under the 60, west of Knuckey's winze, to six men, at 5l. per fathom; worth 12l. per The stope, east of this winze, to six men, at 3l. per fathom; worth 10l. per fathom. The tribute pitches throughout the mine are looking just as they have been for some months past.

WHEAL CREBOR.—J. Gifford, Sept. 22: On Saturday the following bargains were set:—To drive the cross-cut south in the 120 east, by six men, stent 1 fm., or cut the lode, at 7l. per fathom. To drive the 120 west by the side of the lode, by six men, at 5l. 5s. per fathom; lode 2 ft. wide, composed of capel, quartz, white iron, and mundic, with spots of copper ore, but not to value. The 96 fm. level cross-cut south to drive by four men, stent the month, at 5l. 5s. Two pitches in the back of the 84 east, by two men in each, one at 11s. 6d., the other at 10s. in the 12. tribute, and 12s. 6d. per produce. Davis's pitch, in the 108 east, on the south lode, take not out. The lode in the western end and back is worth 8l. per fathom, and likely to improve. Walter's pitch, in the back of the 108 east, time not out; they are getting good wages. We are getting on well with our dressing, and expect we shall sample about 70 tons at the end of October.

WHEAL COURTENAY.—J. Gifford, Sept. 22: On Saturday last the following bargains were set:—The 20 west, by two men, stent 1 fm., at 5l. per fm.; the part of lode carried is about 2 feet wide, composed of capel and peach, with mundic and copper ore intermixed, but not enough to value. The deep adit west, by four men, stent the month, at 3l. 10s. per fm.; lode in the present end is 2 ft. wide, poor.—North and South Lode: The 20 south, to drive and stope, by eight men, stent 3 fms. in the end, and to have 10s. in 1l. for all ores in the backs, &c.

WHEAL MARY ANN.—P. Clymo, J. Harris, J. Stevens, J. Skeat, Sept. 24: Clymo's shaft is sunk 14½ fathoms under the 230; the cross-cut in this level is extended 33 fathoms towards the lode. In the 220 north the lode is 2 ft. wide, producing good stones of ore; in the same level south it is 2½ ft. wide, worth 20l. per fathom. In the 210 north the lode is 1 ft. wide, producing stones of ore; in the same level south it is 2 ft. wide, worth 8l. per fathom. In the 200 north the lode is 2½ ft. wide, worth 5l. per fathom; in the same level south it is 2 ft. wide, worth 9l. per fathom. In the 190 north the lode is 3 ft. wide, worth 7l. per fathom. In the 180 north the lode is 1½ ft. wide, worth 4l. per fathom. The stopes and pitches are producing much as usual. We have this day sold two parcels of silver-lead ores—No. 1, computed 66 tons, to Messrs. the Panther Lead Company, at 23l. 13s.; No. 2, computed 48 tons, to Messrs. the Trustees of the Treffry estate, at 15l. 13s.

WHEAL SPARNON.—W. Tregay, Sept. 19: In the 30, west of cross-course, we have not yet intersected the lode past the heave, reported last week; we expect to have 2 or 3 feet further to drive to intersect it; ground favourable for driving.

WHEAL UNY.—Samuel Coade, Matthew Rogers, Sept. 19: The lode in the 140, east of engine-shaft, is worth for 6 ft. wide 40l. per fm. The rise in the back of this level is also worth 40l. per fm. The 140, west of engine-shaft, is worth 7l. per fm. The 120, east of engine-shaft, is worth 10l. per fm. The 100, east of Goodinge's shaft, is worth 12l. per fm. We expect to sell 20 tons of black tin more before the meeting.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Sept. 19: The lode in the 100 west, from the new shaft, is 4 feet wide, and worth for tin 12l. per fm. The lode in the 66 west is worth 10l. per fm. The lode in the 54 west is worth 15l. per fathom. We shall sell a good parcel of tin on Wednesday. The mine, on the whole, has improved. You shall have a detailed report for the meeting.

SALE OF MINERAL PROPERTY IN WALES.—On Wednesday Messrs. HUMBERT and COX, estate agents and surveyors, of St. James's-street, S.W., offered for sale, at the New Auction Mart, the Blaen-Cefn Colliery—a property situated near Pontypool, Monmouthshire. The estate comprises an extensive tract of unenclosed mountain pasture, and also an enclosed freehold farm, the aggregate area being about 800 acres. As stated in last week's Journal, the well-known Mynpddyslwyn vein of Red Ash, or house coal, formerly extended throughout nearly the whole of the estate; and, being near the surface, it has been largely wrought, and is still being worked, subject to a royalty of 1s. per 2240 lbs. weight of large, and to a like royalty of 6d. per every like quantity of small coal, which may be got under a certain specified area, of which about seven acres remain to be worked. It is said by old miners that this vein of coal

was found under this property in two lifts or seams, separated from each other by irregular shale, varying in thickness from a few inches to 7 feet; that the upper seam was about 3¼ ft., and the lower 2½ ft. in thickness; that in every instance in which the two seams could not be conveniently worked together the latter was abandoned and the former only worked, in consequence of which an immense quantity of this valuable vein remains in the ground. It has been estimated that, calculating the yield at 1000 tons per foot of coal per acre, and the profit at only 1s. per ton, the one seam would give nearly 250,000*l.* profit. The lower veins of coal and ironstone found in the mines of Monmouthshire are entire in this estate. Some years since Mr. R. J. Blewitt sunk a shaft near to the Ebbw river down to the Cwmtilery vein of coal, where it was found to be of good quality; this shaft, 70 yards deep, has proved the existence, quality, thickness, and position of the Cwmtilery (the first vein of importance below, and about 200 yards vertically from, the Mynyddyslwyn vein), and left no reason to doubt the existence of the lower mines, which lie at about 250 yards below the Cwmtiler vein. It may be added that the position of the estate affords every facility for inexpensively opening up a communication with the Eastern Valleys Line of the Monmouthshire Railway and Canal Company near Pontypool; on the west with the Western Valleys Line of the same company, at a point about 14 miles from Newport; and on the south with the loop line of the Newport, Pontypool, and Hereford Railway. Messrs. Humbert and Cox are in a position to enter into negociations for the sale of the property, no biddings of any importance having been on Wednesday.

NEW ARTIFICIAL FUEL.—An interesting despatch from the Governor of Trinidad to the Duke of Buckingham has been forwarded to the Society of Arts, recording some successful experiments made on board Her Majesty's ship Gannet, with a fuel consisting of pitch from the Trinidad Lake, mixed in certain proportions with charcoal, ground, and then pressed into bricks. The fuel showed no sign whatever, of adhesion to the bars, or of melting (defects previously noticed), and the quantity of clinker was not greater than may often be found in ordinary steam coal. With 65 per cent. of coal and 35 per cent. of the artificial fuel, the results were fully equal to coal alone; so that, as it can be delivered at half the price of coal, its use would effect considerable saving. The only unfavourable point is that, whilst the consumption of the mixed fuel showed 4·35 lbs. per indicated horse-power per hour, the average of six different kinds of coal was only 3·61 pounds. The Secretary of the Society of Arts submitted the report to Dr. B. H. Paul, the consulting chemist, who devotes his attention chiefly to the economy of fuel, and he suggests that the utility of the new fuel might be increased if the large amount of earthy material in the pitch could be separated in the manufacture of the fuel. This earthy material, which leaves an incombustible ash, amounts to about 25 per cent., according to analyses he has made of the Trinidad pitch, and it is to the presence of this material that he would ascribe the difference in the rate of consumption per indicated horse-power of the prepared fuel as compared with coal, amounting to about ¾ lb. per indicated horse-power per hour.

MINERAL STATISTICS OF THE UNITED KINGDOM.—The official statistics for 1867, which will be issued in the course of a few days, and for an early copy of which we are indebted to Mr. ROBERT HUNT, F.R.S., the Keeper of Mining Records, compare very satisfactorily with those of the preceding year—the aggregate value of the metals and minerals produced having been 43,480,092*l.* in 1867, against 41,712,330*l.* in 1866, showing an increase of 1,767,762*l.* The general summary shows the quantity of the several minerals raised to have been—Coal, 104,500,480 tons, of the value of 26,125,145*l.*; iron ore, 10,021,058 tons, 3,210,098*l.*; tin ore, 13,649 tons, 694,734*l.*; copper ore, 158,514 tons, 699,693*l.*; lead ore, 93,432 tons, 1,158,066*l.*; zinc ore, 13,489 tons, 41,340*l.*; iron pyrites, 116,889 tons, 67,453*l.*; gold quartz, 3241 tons, 5320*l.*; arsenic, 2255 tons, 4112*l.*; gossans, &c., 5482 tons, 5808*l.*; nickel, 2 tons, 14*l.*; wolfram, 10 tons, 62*l.*; manganese, 808 tons, 3232*l.*; barytes, 11,107 tons, 7827*l.*; coprolites, 37,000 tons, 70,300*l.*; salt, 1,394,939 tons, 36,963*l.*; and clays (fine and fire), 1,179,300 tons, of the value of 589,650*l.*; earthy minerals not returned, but of the estimated value of 650,000*l.*, are likewise included in the return. From the metalliferous mineral, metals of the value of 15,187,013*l.* were extracted. Notwithstanding the depressed state of our manufactures, the get of coal shows an increase of 3,000,000 tons.

GREAT WHEAL VOR.—At the quarterly general meeting, on Wednesday (presided over by Mr. George Noakes, F.G.S., the Chairman and managing director of the company), the usual dividend of 7s. 6d. per share was declared. It may be remarked that from the eastern portion of the mine alone there has been raised and sold tin ore to the value of more than 400,000*l.*, out of which, irrespective of the large portion of it that was expended in working and draining the old mine, something like 74,000*l.* has been divided among the shareholders. Since the meeting the 157 fm. level, west of Ivey's shaft, has again improved. A perusal of the proceedings of the meeting (which appear in another column) will show the importance of this improvement.

GOLD MINING IN ITALY.—The report of the Pestarena United Mines appears in another column. Although it may at first sight appear that the death of Chev. Francfort, the manager (referred to in another column), may for a time retard the operations at these mines, there is reason to believe his plans were so well organised, and the works so far advanced, that no possible difficulty can arise in carrying the operations to a successful completion, and in continuing the working of the mines upon a more extensive scale than heretofore. It is understood that, after a lengthened inspection of the properties, Mr. Arthur Dean has prepared a detailed report, which will no doubt prove reassuring to the shareholders. Mr. Dean had full powers to examine into every detail, and therefore his suggestions for the more economical working of the mines will be of a most practical character.

IMPORTANT TO ENGINEERS AND USERS OF STEAM MACHINERY—EVERY BOILER SHOULD HAVE A FEED PUMP, INDEPENDENT OF THE STEAM-ENGINE.—This is the practice of the leading firms of engineers, who are now using exclusively the Donkey Pump manufactured by ALEXANDER WILSON and Co., Engineers, Vauxhall Ironworks, Nine Elms, London, S.W.

LONDON BANK OF MEXICO AND SOUTH AMERICA.—At the half-yearly meeting of shareholders (Mr. F. W. Russell, M.P., in the chair), the report stated that the balance-sheet and profit and loss account, for the half-year ending June 30, showed that, after paying charges, deducting rebate, and making provision for bad and doubtful debts, there remained an available balance of 15,471*l.* 10s. 7d., including 3229*l.* 17s. 2d. balance from last half-year. Of this sum the directors recommend that 10,807*l.* 4s. be appropriated to the payment of an interim dividend of 12s. per share, free of income tax (being at the rate of 6 per cent. per annum), leaving 4664*l.* 6s. 7d. to be carried forward to the current half-year, subject to a reduction by payment of income tax. The branch at Lima had been recently thoroughly inspected by Mr. T. Horncastle, who for many years was actively connected with commerce in Mexico, and he reported favourably on the management of Mr. Ford. At Bogotá the manager was engaged in realising and remitting to this country the outstanding accounts at that branch. With respect to Mexico, the report stated that under Mr. Newbold's able management the branch there continues to do well. The Chairman said it gave the directors great pleasure to meet the shareholders, as the report was satisfactory. The resources of Mexico were inexhaustible, and he believed that with peace the profits of the bank would increase. The dividend to be declared showed an increase, and one-third more would be carried forward than at the previous meeting. The visit of Mr. Horncastle to Mexico could not but prove advantageous to the company. Their affairs in that country were in the hands of a very discreet man, in the person of Mr. Newbold. After a short discussion the report was adopted, and a dividend of 6 per cent. declared.

TAVISTOCK IRON WORKS.

SIR,—Having purchased these well-known and extensive premises, we take this opportunity of thanking our numerous friends and customers for the very liberal support with which we have been favoured during the past quarter of a century at the Bedford Iron Works.

We now beg to inform you that our hammer and plating mills are in full operation, and that we are in a position to execute any orders for steel and iron shovels of every description, wagon and cart axles, shear moulds, and heavy shafts of all kinds, &c.—as per our list—at a short notice; these articles are being manufactured by the same workmen employed by the late firm of Messrs. GILL and Co., whose high reputation, for the quality of their shovels in particular, secured them a world-wide notoriety. We purpose giving especial attention to this branch of the business, and by selecting iron from best scrap and superior steel, as well as workmanship, we shall endeavour to maintain that fame for the durability and superiority of these shovels already so well known. Fire shovels for gas works and engine stokers, &c.

We would also direct your notice to the list of our cast steel mining tools, which are coming into general use, and are giving great satisfaction both at home and abroad.

We also beg to announce to gold mining companies that we have given great attention to this branch of machinery, supplied foreign mines largely, and are prepared to supply estimates for the same on application, and engineers can be sent for erecting, if required, to all parts of the world.

Your kind favours will at all times receive our best attention; and, with our increased facilities, we are now in a position to execute all orders entrusted to our care with promptness and dispatch.

We are, yours obediently,

Tavistock, September, 1868. NICHOLLS, MATHEWS, AND CO.

*** With this week's Journal a SUPPLEMENTAL SHEET is given, which contains a description of Wilson's Puddling Boiler and Furnace (*illustrated*).—Original Correspondence: Letters on Special Education for Working Men—the International Congress of Working Men—Mineral Properties—Investment in Coal and Slate Properties—Notes of a Journey to Western America—Sterne's Springs for Mine Cages—Generation of Steam-power by Gas (Jackson's Patent)—Steel and Iron Boilers—Mineral Production of the Zollverein—A Model Railway Company, &c., &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 25, 1868.

COPPER.	£ s. d.	£ s. d.
Best selected..p. ton	76 0 0-	78 0 0
Tough cake and tile	74 0 0-	76 0 0
Sheathing & sheets.	78 0 0-	79 0 0
Bolts	78 0 0-	—
Bottoms	81 0 0-	82 0 0
Old (Exchange)	68 0 0-	70 0 0
Burra Burra	80 0 0-	—
Wire.....per lb.	0 0 10½	—
Tubes	0 0 11½	—

BRASS.	Per lb.
Sheets .....per lb.	7¾d.-8¼d.
Wire ..... „	8¼d.- —
Tubes ..... „	10¼d.- —
Yellow Metal Sheath.p. lb.	6¾d.-7¼d.
Sheets ..... „	6¾d.-7¼d.

SPELTER.	Per ton.
Foreign on the spot. £20	5 0- 20 10 0
„ to arrive	20 10 0

ZINC.	
In sheets £24	10 0- 25 0 0

TIN.	
English blocks	96 0 0
Do., bars (in barrels)	97 0 0
Do., refined	98 0 0
Banca	93 0 0
Straits £92	0 0- 92 10 0

TIN-PLATES.*	Per box.
IC Charcoal, 1st qua.	1 5 6- 1 8 6
IX Ditto, 1st quality	1 11 6- 1 14 6
IC Ditto, 2d quality..	1 4 6- 1 5 6
IX Ditto, 2d quality..	1 10 6- 1 11 6
IC Coke	1 1 6- 1 2 0
IX Ditto	1 7 6- 1 8 0
Canada plates, p.ton..	13 10 0- —
Ditto, at works	12 10 0- —

IRON.	Per ton.
Bars Welsh, in London	6 10 0- 6 12 6
Ditto, to arrive	6 10 0- —
Nail rods	6 15 0- 7 0 0
„ Staffd. in London	7 10 0- 8 10 0
Bars ditto	7 10 0- 9 10 0
Hoops ditto	8 2 6- 9 15 0
Sheets, single	9 2 6-11 0 0
Pig No. 1, in Wales	3 15 0- 4 5 0
Refined metal, ditto..	4 0 0- 5 0 0
Bars, common ditto..	6 0 0- —
Do. mrch. Tyne or Tees	6 10 0- —
Do., railway, in Wales	6 0 0- —
Do., Swed. in London.	9 17 6-10 0 0
To arrive	10 0 0-10 0 0
Pig, No. 1, in Clyde..	2 14 3- 2 18 3
Do. f.o.b. Tyne or Tees	2 9 6- —
Do. Nos. 3,4, f.o.b. do.	2 6 6- 2 7 0
Railway chairs	5 10 0- 5 15 0
„ spikes	11 0 0-12 0 0
Indian Charcoal Pigs, in London, p. ton..	7 0 0- 7 10 0

STEEL.	Per ton.
Swed., in kegs(rolled)..	14 5 0- —
„ (hammered)..	15 0 0-15 10 0
Ditto, in faggots	16 0 0- —
English, spring	17 0 0-23 0 0
QUICKSILVER (p. bottle)	6 17 0- —

LEAD.	Per ton.
English Pig, com.	18 15 0- —
Ditto, LB.	19 0 0- —
Ditto, WB	21 5 0- —
Ditto, sheet	19 10 0-20 0 0
Ditto, red lead	21 0 0- —
Ditto, white	27 0 0-30 0 0
Ditto, patent shot	22 0 0-22 10 0
Spanish	18 5 0-18 10 0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—The Metal Market has, upon the whole, been rather quiet during the past week, and though the enquiries continue tolerably numerous, yet at present they have not resulted in any great amount of business being done; still, there appears to be more liveliness in the market, and a more evident disposition to enter into transactions, which will, no doubt, eventuate in actual business. Confidence (the want of which has been so detrimental to all commercial operations) seems now to be slowly and gradually becoming restored; and as soon as this is the case, and not before, we may look for a return of vigour and activity in trade; as without this essential ingredient it is impossible for commerce to progress favourably and prosperously. And it has been so greatly shaken during the last two years that it necessarily takes a long time before it becomes again fully established. There appears, however, to be a general feeling that we are about to enter upon a much more satisfactory state of business, and that the long depression in which it has remained will entirely pass away. The insurrection in Spain, which is evidently making progress, is causing considerable excitement on the Continent, as in the event of its success it appears doubtful what course France may take in the matter, and whether she may deem it incumbent upon her to interfere. Should she not do so, and remain neutral in the affair, it will not be of much moment, in a commercial point of view, whatever course may be taken by Spain, as she is so little in concert with other nations that commerce is not at all likely to be in any way affected by the events happening there. Still, in the very uncertain position of business at present, it is most desirable that nothing should arise to retard in any way the improvement which is now taking place.

COPPER.—The market for this metal is rather steadier, and, though business is still done at previous quotations, yet it is by no means improbable that prices may be higher before long. Considerable sales of Chili bar have been effected at prices varying from 67*l.* 10s. to 69*l.*, and Wallaroo has been sold at 78*l.* 10s. Banca is now quoted at 80*l.*

IRON.—The Preliminary Meeting of the South Staffordshire and East Worcestershire Ironmasters was held at Birmingham on Thursday. The attendance was numerous, and the question as to future prices was discussed at some length. The general feeling of the meeting was that although there is an undoubted improvement in the trade as compared with three months ago, it has not attained such a position as to justify any advance upon the list prices. It was, therefore, unanimously resolved to adhere to the old scale of prices for all descriptions of manufactured iron. In Welsh the improved feeling which has of late been manifested is so far fully maintained, foreign buyers, as a rule, purchasing more freely than usual. Quotations for rails are firmer, with every prospect that a substantial advance will be established before long. The exports to the United States are considerable. Home business is rather quiet, but there is a disposition evinced by buyers to increase their purchases gradually, and the reports received from the iron districts generally are decidedly favourable. In Swedish iron the demand continues very abundant, and a considerable amount of business has been done; prices are becoming firmer. In Scotch pig-iron the market has been rather inactive during the week, and prices have only slightly varied, the last price received from Glasgow being 53s. 9d. cash.

LEAD.—A fair amount of business is still doing, and prices remain firm at the quotations.

TIN.—The market for Straits is rather firmer, and a small parcel has been sold at 92*l.* 10s. cash, but generally the price remains at 92*l.* cash, at which, however, it is firm: 600 slabs of Banca have been sold, ex next sale, at 93*l.*, but there are sellers at 92*l.* 15s., with buyers at 92*l.* 10s. The Dutch sale of Banca will take place on the 30th inst.; the present quotation in Holland is 53 fls.

SPELTER.—A little more animation has characterised the market during the week, and business has been done at rather better prices. The present quotation for parcels on the spot is 20*l.* 5s. to 20*l.* 10s.

TIN-PLATES.—The demand is tolerably fair, but prices are easier.

STEEL.—The demand has improved, and a larger amount of business has been done.

QUICKSILVER, in limited request only.

THE IRON TRADE.—Messrs. Robert Lockhart and Dempster, of Liverpool, state—The dislocation of commerce, arising from the crisis of 1866, seriously affected the Iron Trade. The requirements for railway and other schemes were suddenly curtailed, and demand in all departments of the trade was reduced to the supply of pressing wants. It is not surprising, therefore, that the necessities of producers forced prices down till Scotch pig-iron reached 51s. per ton, f.o.b., Glasgow, rails 5*l.*, bars 5*l.* 5s. per ton, f.o.b., Wales. The price of Scotch pig-iron is now 53s. 9d. per ton, and rails 6*l.* per ton, f.o.b., Wales, and most makers of the latter have sold their production for the remainder of the year chiefly to the United States and the Continent of Europe. Over 6*l.* per ton has been paid for rails, f.o.b., Wales, for delivery before the navigation closes for the season to the North of Europe. The home railways have been practising extreme economy during the past two years, and their requirements must now be very considerable. The readiness with which foreign railway schemes are taken up by the public also points to an increasing demand for rails, irrespective of price. The Foreign Railways Loans, noticed in the *Times* Money Article from Aug. 1, 1867, to Sept. 1, 1868, aggregate 69,227,354*l.* (47,376,794*l.*, dating since Jan. 1, 1868), which will require upwards of 700,000 tons of iron, very little of which has yet been bought. We estimate the present annual production of rails in Great Britain at about 800,000 tons. The export of iron of all descriptions shows a marked increase of late years. Exports of iron of all descriptions and iron wire:—1861, 1,322,498 tons; 1862, 1,475,672; 1863, 1,612,261; 1864, 1,468,098; 1865, 1,591,428; 1866, 1,683,590; 1867, 1,885,934 tons. Consumers and dealers are beginning to manifest a desire to get hold of some stock, which will be encouraged by cheap money, favourable harvests, and returning confidence. During the last two years' depression—say from June, 1866, to June, 1868—the production of pig-iron in Middlesborough and Scotland, the chief sources of extraneous supply, has been absorbed, and an inroad made into stocks there to the extent of about 150,000 tons, whereas during the depression of 1858-1862 the stock of Scotch pig-iron increased 100,000 tons each year. The only reserve stocks of pig-iron from which to supply an immediate improved demand are about 500,000 tons in Scotland, and 150,000 tons at Middlesborough. The total production in 1867 was, in Great Britain, 4,761,023½ tons, and in these two districts, 2,289,755 tons. The production of manufactured iron can be increased much more rapidly than the production of pig-iron, owing to the plant of the former being much more easily set going than the latter; hence the rapid absorption of the stock of Scotch pig-iron when a revival of the iron trade takes place. There is a margin for profit in converting Scotch pig-iron into Welsh rails at present prices. The price of Scotch pig-iron rose more than 100 per cent. in 1852, and the average price for five years, 1853-1857, was 70s. 6d. per ton; stocks were reduced in that time from 440,000 to 129,000 tons. The production increased from 770,000 tons in 1852 to only 910,000 tons in 1857, although wages were advanced from about 2s. 6d. to as much as 5s. per day. Thus confirming what all experience has hitherto shown—that with the class of operatives engaged in the production of pig-iron the amount of work down is in the inverse ratio to the amount of wages which they can earn. In Scotland during 1866-1867 there was a protracted combination of the ironmasters to blow out a number of furnaces, with a view to reduce the consumption of material, and thereby bring about a lower scale of wages, which was met by a combination on the part of the men to limit their working hours. Recently an agitation was commenced for higher wages, which is so far successful as to show that a return of activity in the iron trade will enable the workmen to secure their own terms. The workmen in the other iron and coal districts are also beginning to show signs of discontent. To summarise:—The make of pig-iron has been absorbed, notwithstanding the severity of the recent depression; the condition of the labour question will prevent any material increase in the production of pig-iron; the iron trade throughout the world is now conducted on the hand-to-mouth system, so that when confidence is restored there must be a great addition to demand in order to supply a normal stock to everyone interested, and to provide for the progressing wants of the world; the plethora of unemployed capital seems likely to find a free outlet in foreign railway schemes. We, therefore, think that the time is not far distant when, as heretofore in similar circumstances, there will be an active competition between consumers and speculators for the possession of the only reserve stock there is of consequence—Scotch pig-iron.

THE COPPER TRADE.—Messrs. Vivian, Younger, and Bond (Sept. 25) write—The business in Chilian produce has almost been confined to the brands Urmenita and Lota, both as to bars and ingots, and as these are not favourite marks, transactions have been somewhat wide as to prices, ranging from 67*l.* 10s. to 68*l.* 10s. for bars, and 69*l.* to 72*l.* for ingots. In all, about 750 tons of both descriptions have changed hands. The price of 72*l.* realised for Urmenita ingots at Swansea was for an especially good quality, which had been submitted to trial before sale. A cargo of ore, to arrive at Swansea, fetched 13s. 10d. per unit. Transactions in fine Australian copper have been few. Burra has realised 79*l.* 10s., and Wallaroo 78*l.* 10s. There is rather more enquiry for English copper, but prices offered are still below sellers' views. On the whole, the market may be called fairly firm at our quotations.

The MINING SHARE MARKET has been moderately active this week, with a fair demand for a few prominent mines, but without the large general business that we had to report upon in our last. The satisfaction we then experienced also at the rise in the standard has been of short duration, as it again declined on Thursday 1*l.* 5s. The shares mostly dealt in this week have been Prince of Wales, West Chiverton, Wheal Chiverton, Great Retallack, East Grenville, Marke Valley, Yudanamutana, Don Pedro, Great Laxey, West Drake Walls, West Seton, and a few other mines.

Devon Great Consols shares have declined to 380, 400; the directors have declared a dividend of 6144*l.* (6*l.* per share) from the profit on ore sampled in May and June last; and the balance in hand, after payment of dividend, is 15,117*l.* 4s. 8d. This reduced dividend is entirely owing to the fall in the standard for copper ore. Prince of Wales shares have been largely dealt in, and leave off 40s. to 42s. 6d.; the lode in the 65 east is 4 feet wide, worth 18*l.* per fathom; the 65 west is through the cross-course, and worth 25*l.* per fathom; the new lode continues worth 15*l.* per fathom; the winze sinking below the 55 has been resumed, and is worth 15*l.* per fathom. Altogether the points reported on this week are worth, in the aggregate, 118*l.* per fm. The importance of ore coming in at the bottom level can scarcely be over-rated, and it is coming in just as we indicated a month or two ago, when we stated that there were two courses of ore—one dipping east from the shaft and the other west, and that it would take longer to get into the runs of ore in the 65 than in the 55. The 55 fathom level cross-cut, towards the new south lode, is in highly mineralised ground, with strings of rich yellow ore; and this point, which is now the most important in the mine, will be reached very shortly.

Marke Valley, 6⅜ to 6⅝; on Marke's lode, the 112 and 100 ends are poor; the 124 east, stones of ore; the 124 west, 2 tons per fm.; on Rosedown lode, the ends in the aggregate are producing 17 tons of copper ore per fathom. Great Retallack, 3 to 3½; the lode in the engine-shaft, sinking below the 20, is altogether 4 ft. wide, worth 8 to 9 cwts. of lead ore per fathom; the 20 south, 5 to 6 cwts.; No. 2 lode, sinking below the 30, is 2 ft. wide, stones of lead. Great Wheal Vor, 11 to 12; at the quarterly meeting, held on Wednesday, a dividend of 7s. 6d. per share (2215*l.* 10s.) was declared, leaving 2398*l.* 3s. 10d. in hand; the tin sold the day before the meeting was 54½ tons, and realised 3060*l.* 12s. 4d. Bedford Consols, 12s. 6d. to 15s.; Bedford United, 1⅛ to 1⅛; Chiverton Moor, 6⅜ to 6⅝; Chontales Gold, 2⅛ to 2⅜; Drake Walls, 6s. 6d. to 8s. 6d.; East Basset, 8 to 10; East Caradon, 2⅞ to 3⅛; East Lovell, 6½ to 7; Frank Mills, 1⅛ to 1⅞; Frontino and Bolivia, 12s. 6d. to 15s.; Great Laxey, 17½ to 18½, ex div.

East Grenville shares have been weaker, and leave off 2⅜ to 2⅝; according to the report of the agent, the mine shows no great change, and the winze he values at 6 tons per fathom for the length of it, which is now understood to be 15 feet. New Lovell, 17s. 6d. to 20s.; North Crofty, 1¼ to 1⅜; Don Pedro del Rey, 3⅛ to 3⅜; Yudanamutana, 2⅝ to 3⅛; North Treskerby, 6s. to 8s. Providence Mines, 21 to 23; Great Work, 4s. to 6s.; South Herodsfoot, 15s. to 20s.; Tincroft, 12½ to 13; Trumpet Consols, 12 to 13; West Caradon, 2 to 2½; West Chiverton, 60½ to 61½; West Drake Walls, 6s. to 8s.; West Frances, 25 to 27½; West Great Work, 2 to 2½; West Seton, 152½ to 157½; Wheal Basset, 67½ to 72½. Wheal Chiverton advanced on Wednesday from 11s. sellers to 25s. buyers, and on Friday opened 37s. 6d. sellers, and left off 3 to 3½. We understand that some good improvement has taken place, but have received no official intelligence, nor has any shareholder, we understand, been able to obtain any information. Wheal Grenville, 22s. 6d. to 25s.; at the meeting a call of 2s. per share was made. Wheal Mary Ann, 16 to 18; Wheal Seton, 47½ to 52½; Wheal Trelawny, 8 to 9.

From East Wheal Grenville a telegram was received late this afternoon, saying the caunter lode had been intersected to the east of the cross-course in the 110 fathom level, containing good ore and tin. The pitch in the 110 west was still worth 3 tons of ore per fathom; the winze below the 75 is worth upwards of 6 tons, and the winze below the 96 fathom level, 2 tons of ore per fathom.

The Market for Mine Shares on the Stock Exchange has been moderately active during the week. St. John del Rey shares are steady, at 19 to 19½; the rise in the Brazilian Exchanges operates against the company, and the loss on the workings is greater than was expected, though it is looked on as exceptional. Don Pedro North del Rey shares are firmer, at 2 7-16ths to 2 9-16ths; Anglo-Brazilian, par to ⅛ prem.; Pestarena, 1 to ⅜ dis.; Chontales, 2 3-16ths to 2 5-16ths; not much doing in the shares. Rossa Grande, 3-16ths to 5-16ths prem.; Anglo-Italian, par to ¼; Frontino and Bolivia, 9-16ths to 11-16ths; Port Phillip, 1½ to 1⅝. Yudanamutana shares have been largely dealt in, closing 2¾ to 3. British Mines have been in demand. West Chiverton, 60½ to 61½, and enquired for. Chiverton shares have risen from 11s. 3d. to 2¾, 3¼, on a reported discovery in a trial shaft at a depth of 20 fms., where a lode has been cut producing lead. Chiverton Moor, 6½ to 6¾. Great Laxey, 17½ to 18, ex div.; there is a good market for these shares. Prince of Wales, 40s. to 42s.; mine favourably reported on. Glan Alun, 12s. 6d. to 13s. 6d. (12s. paid); this mine is likely shortly to take a very prominent position in the market, from the rich discoveries already made. At Great Rhosesmor the sinking of Batters's shaft in a course of lead is already down nearly 5 fms. below the 70.

IRISH MINE SHARE MARKET.—Mining shares are still not much dealt in, many of the more active speculators in them being actively engaged in electioneering preliminaries, and business generally not showing any marked revival, though a slight indication of coming improvement is clearly perceptible. The unfavourable impression left by the natural results of certain gross mismanagement in our mining circles is in a great measure removed by the encouraging reports issued by the directors of the Killaloe Slate Quarry Company (Limited) on and prior to the half-yearly general meeting of the shareholders, held on Sept. 22, by which it appears, as Mr. T. H. Carroll expressed, that he, having visited the works, "could not point out or conceive of any company whose affairs were in a more healthful condition." A dividend at the rate of 6 per cent. per annum was declared for the half-year ended June 30 last, and payable on or after Oct. 2 next. A more detailed report we purpose giving in next week's Journal. The

price of the company's shares, so soon as this satisfactory position, became more generally known, rose from 15s. to 17s., and is now standing at 18s. 6d., and well supported. Mining Company of Ireland shares (7*l.* paid) have improved from 15*l.* to 15*l.* 2s. 6d. for cash and account, and leave off favourites. Wicklow Copper shares (2*l.* 10s. paid) have not been so firm, but close in fair demand at 12*l.* 5s., also for cash and account. Connorree shares are in better request, at the previous price of 4s. 6d. each. Other shares were passed over.

The SWEDISH SULPHUR ORE COMPANY, with a capital of 20,000*l.*, in shares of 5*l.* each, has been formed to purchase and work valuable deposits of sulphur ore at Melby, near Stockholm; and the specimens assayed by Messrs. Johnson and Son, Prof. Wretman, and others show the ore to contain the largest percentage of sulphur yet discovered, and to be free from arsenic. The property has recently been inspected by Mr. W. A. Browne, the secretary, who reports that the ore is distinctly visible in a series of veins from the surface to the bottom of the shaft (upwards of 80 feet); and they were raising from 3 to 4 tons of first quality sulphur ore per day. At a depth of 60 ft. Capt. Hoskin has commenced to drive a gallery westward on the lode, where it is 15 ft. wide, and appears to be rich and well defined. At a distance of about 700 yards from the present shaft, in an easterly direction, a trial opening has been made, where a very rich and strong vein appears cropping out from the surface, and is, no doubt, a continuation of the same lode. It is proposed to sink a new shaft here, which will admit of larger quantities of ore being raised without additional expense, except for the extra men put on, the average wages of whom will not exceed 1s. 6d. per day each. In working the mines they are compelled to raise smalls containing only from 30 to 35 per cent. of sulphur, which is not rich enough to ship to England. To utilise this, Mr. Browne recommends the company to erect one or two acid chambers, which will add materially to their profits. The price of acid is from 20 to 30 per cent. dearer in Sweden than in this country, while the cost of manufacture is no greater. The considerable quantities weekly imported from England afford a proof of the large demand.

The GENERAL BRAZILIAN MINING COMPANY has just issued its letters of allotment. Upon a previous occasion it was mentioned that the capital is 150,000*l.*, divided in shares of 1*l.* each, and that the object of the company is to purchaes and work certain mineral properties in Minas Geraes, Brazil, with reference to which Captain Thomas Treloar observes that, although the Don Pedro North del Rey Gold Mining Company is a great success, the properties he is now referring to will, under proper management, give even greater results. Of the proposed capital, 35,000*l.* has already been subscribed (10,000 shares by Mr. Henry Haymen, 15,000 by the three other directors, 5000 by Capt. Treloar, and 5000 by his friends), and the remainder of the shares are now offered to the public. The mines to be worked are situated in the jacotinga formation, and four of them, upon a cost of 71,400*l.*, yielded 230,000*l.* returns, or a profit of 158,600*l.* The estates have good woods and pastures, and the surrounding land abounds in the same. The main road from Rio de Janeiro passes through one estate and close to the other two; and as regards supplies of every kind no mines are more favourably situated; they are also favourably situated for labour. The water on the mines is not abundant in the dry months, but can be increased. There are, houses, stamping-mills, &c., which, although delapidated, could be turned to good account for a company.

At the Swansea Ticketing, on Tuesday, 1682 tons of ore were sold, realising 19,190*l.* 7s. The particulars of the sale were—Average standard for 9 per cent. produce, 90*l.* 0s. 6d.; average produce, 16¼; average price per ton, 11*l.* 8s. 2d.; quantity of fine copper, 281 tons 15 cwts. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
Sept. 1..	2862	£92 4 6	13⅜....	£ 9 5 8	13s.10½d...	£69 8 6
„ 22..	1682	90 0 6	16¾....	11 8 2	13 7½ ..	68 1 6

Compared with the last sale, the decline has been in the standard 2*l.* 4s., and in the price per ton of ore about 7s. 6d. On Oct. 13 there will be offered for sale 2900 tons, from Tilt Cove, Cuba, Knockmahon, Moonta, Dyliffe, Ballycummisk, New Cornwall, and elsewhere.

At the Truro Ticketing, on Thursday, 2236 tons of ore were sold, realising 9665*l.* 16s. The particulars of the sale were:—Average standard, 98*l.* 7s.; average produce, 7¼; average price per ton, 4*l.* 6s. 6d.; quantity of fine copper, 160 tons 16 cwts. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
Aug. 28 ..	1622	£ 97 9 0	7⅞	£4 18 0	12s. 5½d....	£62 7 0
Sept. 3 ..	1669	103 5 0	7⅞	4 2 6	12 4½	61 18 6
„ 10 ..	1155	104 19 0	5⅝	3 4 0	11 3½	56 7 6
„ 17 ..	3522	104 19 0	6⅜	3 18 0	12 4	61 11 0
„ 24 ..	2236	98 7 0	7¼	4 6 6	12 0	60 2 0

Compared with last week's sale, the decline has been in the standard 1*l.* 5s., and in the price per ton of ore about 1s. 10d. Compared with the corresponding sale of last month, there has been a similar decline.

The directors of the Devonshire Great Consolidated Copper Mining Company, at their board meeting, held yesterday, declared a dividend of 6144*l.*, being 6*l.* per share, arising from profits on sales of copper ores sampled in the months of May and June last. After payment of the same there remains in hand a balance of 15,117*l.* 4s. 8d. in cash, ore bills not at maturity, and reserve fund, applicable to the general purposes of the company.

At North Downs Mine meeting, on Tuesday (Mr. H. Milford in the chair), the accounts showed a debit balance of 72*l.* 13s. 10d. Details will be found in another column.

At Sortridge Consols Mine meeting, on Tuesday (Mr. W. A. Thomas in the chair), the accounts for the ten months ending July showed a loss of 1538*l.* 15s. 3d. The balance to be provided for existing liabilities amounts to 1125*l.* 18s. 9d. A call of 7s. per share was made. The report of the agent (Capt. James Richards) stated that they would have to drive the 15*z* fm. level some 8 fms. east to come in under the most productive part of the lode gone down in the level above, and under which they are looking forward to meeting with a great improvement.

At Wheal Emily Henrietta meeting, on Monday, the accounts showed a debit balance of 582*l.* A call of 15s. per share was made.

At New Westminster Mine meeting, on Tuesday (Mr. T. Thompson, managing director, in the chair), the accounts to Sept. 19, and including the pay of the previous day, showed a balance of liabilities over assets of 327*l.* 4s. Capt. Wm. Kitto (the manager), who was present, called attention to the eastern ground, towards which he was driving the 60 as a pioneer level. At present the 60 fm. level end was in a piece of barren ground, traceable at the surface, but beyond it were several hundred fathoms which he believed would prove highly productive, as the entire lode had been taken away by the ancients as deep as they could go, till stopped by the water. This ground could be very cheaply worked, as it entailed no further water charges. The mine, if worked in a fair and miner-like way, would return them handsome profits. There was a decided improvement in the lode in depth. The directors expressed their confidence in Captain Kitto's management. The engine was powerful enough to carry them down to three times their present depth. The Chairman said that a good mine, the requisite capital, and an intelligent, honest, and industrious manager were necessary to success in mining. Now, he firmly believed that those three necessary qualifications were combined in New Westminster, and, consequently, its risk as a mining speculation was reduced to the minimum. The reports and accounts were then received and passed, and the directors re-elected.

At West Basset Mine meeting, held on Wednesday, the accounts showed a credit balance of 159*l.* 0s. 7d. A letter from Mr. Finch, the solicitor to the mine, was read, in which he communicated that Mr. Baron Channell had issued the order to assess the damages claimed against the South Frances Mine, and had appointed Mr. Kingdon, the Queen's Counsel on the Western Circuit, to be the referee, and that the reference would be conducted under the provisions of the Common Law Procedure Act. Mr. Finch also communicated that he had taken the evidence of the principal witnesses in the Chancery suit, which he considered completely satisfactory.

At the Prussian Mining and Iron Works Company (Preussische Bergwerks-und-Hütten-Actien-Gesellschaft) meeting, on Sept. 17 (Mr. W. T. Mulvany in the chair), the report and accounts were unanimously approved. Details will be found in another column.

COAL MARKET.—The fresh arrivals this week only number 89 ships of all kinds. House coals have met with a fair enquiry, fully supporting last prices. Hartley's in demand, at an advance of 3d. South Hetton Wallsend, 18s. 6d.; East Hartlepool, 18s. 6d.; Hartlepool Wallsend, 17s. 3d.; Kelloe Wallsend, 16s. 6d.; South Hartlepool Wallsend, 16s. 6d.; Tunstall Wallsend, 16s.; West Hartley's, 16s.; Holywell Main, 15s. Unsold, 9 ships: 35 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, Liverpool, we learn that the quantity of coal exported in Aug. was 977,331 tons, against 994,361 tons in the corresponding month of 1867, showing a decrease of 17,030 tons. The particulars are—From the Northern Ports, 513,192 tons; Yorkshire, 42,262 tons; London, 3467 tons; Liverpool, 41,145 tons; Severn Ports, 279,316 tons; and Scotch Ports, 97,949 tons. The increase was—Scotch Ports, 21,443 tons. The decrease—Northern Ports, 1966 tons; Yorkshire, 9519 tons; London, 1938 tons; Liverpool, 19,168 tons; Severn Ports, 5882 tons. Total, Jan. to Aug, 6,774,879 tons; corresponding month last year, 6,316,649 tons: showing an increase of 458,230 tons.

Tenders for Smokeless Locomotive Steam Coal.

NORTH LONDON RAILWAY COMPANY.—The directors of the North London Railway Company are PREPARED to RECEIVE TENDERS for the SUPPLY of—

THIRTY THOUSAND TONS of SMOKELESS LOCOMOTIVE STEAM COAL.

The deliveries to be extended over a period of twelve months, or thereabouts, commencing on or about 1st March next.

Particulars of the terms and conditions of tender can be obtained on application to the Locomotive Superintendent, at the company's works, Bow road, London, E. Tenders to be sent in on or before Twelve o'clock on the 29th of September, 1868, addressed to the Secretary at the offices of the company, Euston Station, London, N.W., marked outside "Tender for Locomotive Coal."

The directors do not bind themselves to accept the lowest or any tender.

By order, ROBERT S. MANSEL, Secretary.

Euston Station, Euston-square, London, N.W., 11th September, 1868.

WANTED, a SITUATION as AGENT by a PRACTICAL MINER, who has had twenty years' experience in the NORTH OF ENGLAND, twelve years of which he has acted as MANAGER.

Testimonials and references can be had on application to "W. H.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

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Principals only will be treated with, and the strictest references will be given and required; but liberal terms will be made with a suitable applicant.

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TO IRONMASTERS, COALMASTERS, AND OTHERS.—TO BE LET, at PRESTHOPE, near MUCH WENLOCK, upon the Wellington and Craven Arms Railway, Great Western Railway, VALUABLE LIMESTONE QUARRIES, in complete working order, offering great facilities for burning lime for agricultural and hydraulic purposes, and for raising fluxing stone, without further outlay. Lease, nine years to run. Demand large.

Address, "E. B.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

TO CAPITALISTS.—A NEW AND IMPORTANT COAL FIELD, 500 acres in extent, TO BE LET, ON LEASE. It adjoins the River Dee, about four miles below CHESTER, near SANDYCROFT IRONWORKS, HAWARDEN, FLINTSHIRE, and is intersected by the Chester and Holyhead Railway; thus being in a superior position for supplying by sea and land important markets in Great Britain and Ireland. The MAIN COAL, and numerous other valuable associated seams and minerals, have recently been proved by a series of borings.

For particulars, and terms of the proposed lease, apply in the first place to HENRY BECKETT, F.G.S., Consulting Mining Engineer, Wolverhampton.

Permission to inspect, and local information, can be obtained from the Estate Agent, GREGORY BURNETT, Esq., Dee Cottage, Queen's Ferry, Flint.

None but Principals need apply.

IRON ORE INVESTMENT TO BE DISPOSED OF.—TO BE DISPOSED OF, BY PRIVATE TREATY, either in part or the whole, VALUABLE IRON ORE WORKS, having large deposits of ore recently developed, in the MINERAL DISTRICT near WHITEHAVEN.

Address, "A. B.," Post Office, Whitehaven.

IMPORTANT MINING PROPERTY FOR SALE IN RHENISH PRUSSIA.—A BLENDE MINE, giving 3 to 4 tons of blende per fathom; a COPPER MINE, averaging 14 per cent. of copper; and THREE LEAD MINES, with 65 per cent. of lead.

Apply for particulars, to O. J. YOUNGHUSBAND, Esq., Wichl, Kreis Gummersbach, near Cologne, Prussia.

WANTED, a SECONDHAND DIRECT-ACTION WINDING ENGINE, or PAIR, of about 125-horse power, of modern construction, and in good condition.

Apply, with price and particulars, to Mr. JOHN MILLWARD, Civil and Mechanical Engineer, 27, Paradise-street, Birmingham.

A SLATE QUARRY, PARTIALLY OPENED, TO BE SOLD.—It is situated near a railway in North Wales. The slate is of superior quality, and the vein is fully worked at a short distance of the opened quarry.

Apply to "N. T.," Gibbons-street, Bradford, Manchester.

EAST CHIVERTON LEAD MINE.—FIFTY SHARES in this mine TO BE SOLD, at 25s. each, all calls paid.

Applications to be addressed to "A. B.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

GENERAL BRAZILIAN MINING COMPANY (LIMITED).—Notice is hereby given that the WHOLE of the SHARES in the capital of this company—viz., 150,000—have been SUBSCRIBED FOR, and that the share certificates will be ready for delivery, in exchange for the bankers' receipts, on and after the 1st proximo, between the hours of Eleven and Two.

HENRY HAYMEN, Chairman.
52, Moorgate-street, 25th September, 1868. JOHN E. DAWSON, Secretary.

PRUSSIAN MINING AND IRONWORKS COMPANY
(Limited under Prussian Law).
(PREUSSISCHE BERGWERKS-UND-HUTTEN-ACTIEN-GESELLSCHAFT.)

BALANCE-SHEET UP TO 30TH JUNE, 1868.

ACTIVA.

Accounts of Vulcan Ironworks	Thalers	600,600	24 3
„ Iron mines		134,424	7 3
„ Hansa Colliery		517,387	22 9
„ Erin		448,478	14 3
„ Zollern		448,278	17 3
Furniture account of head office		2,946	22 9
Cash account „		1,035	29 5
Sundry debtors		83,584	22 4
Total thalers		2,236,737	10 3

PASSIVA.

Account of share capital	Thalers	1,981,800	
Arrears of calls paid in after July 1..	Thalers	4,000	
Not called up		703,620= 707,620=1,274,180	0 0
Bills accepted		248,254	16 11
Arrears of purchase price, and mortgages		351,521	12 2
Advance on new emission		165,354	3 0
Interest on shares		49,597	11 8
Sundry creditors		147,829	26 6
Total thalers		2,236,737	10 3

The Direction. THS. J. MULVANY.

Audited and found correct, and corresponding with the books:
The Commission of Audit: HURTER. H. C. CRUYS.
Dusseldorf, Sept., 1868.

(PREUSSISCHE BERGWERKS-UND-HUTTEN-ACTIEN-GESELLSCHAFT.)

PRUSSIAN MINING AND IRONWORKS COMPANY
(Limited under Prussian Law).

PAYMENT OF SECOND CALL ON SHARES OF III., IV., AND V. SERIES.

The shareholders are requested hereby to PAY to the direction of our company, at their offices, Konig's Allee, 34, Dusseldorf, or to any of the undermentioned bankers, the SECOND CALL of TEN PER CENT., or THREE POUNDS PER SHARE, on the shares of III., IV., and V. series, on the 25th November next.

The "Quittungsbogen" (receipts) must, in accordance with par. 9 of our Statutes, be presented at the place of payment, in order to have the same acknowledged on the face thereof. THE COUNCIL OF SUPERVISION.

Dusseldorf, the 18th of September, 1868.

The bankers of the company are—for England and Ireland: the National Bank, and its branches.

CAPT. RICHARD TABB has just RETURNED to CORNWALL, having been engaged during the past two years as MINE AGENT in NORWAY. He has had much experience in exploring for mines, and is now OPEN to an ENGAGEMENT, on moderate terms, with any party requiring his services. He has had over twenty years' experience in Irish Mines.

References—Mr. A. RICHARDS, Portreath;
„ Mr. THOMAS ANGOVE, Camborne.
Dated Rainsgate, Camborne, Sept. 14, 1868.

IMPORTANT TO MANUFACTURERS OF SALT, SODA, SULPHURIC ACID, & OWNERS OF FURNACES GENERALLY.

DR. HUGH WARTH, of STUTTGART, requests us to give publicity to his INABILITY, in consequence of pressing engagements, to COMPLETE his INTENDED CIRCUIT through the NORTH and WEST OF ENGLAND, before his return to Germany next month. He, therefore, proposes to RESTRICT his VISITS to such MANUFACTORIES ONLY from which DIRECT INVITATIONS are addressed to him.

As repeatedly mentioned in the public journals, Dr. WARTH's inventions consist of—

1.—His New Patent Self-Acting Draught Regulator for admitting air to the lead chambers during oxydation and production of sulphuric acid in exact proportions to the quantity of sulphur consumed, and for economising fuel.

2.—His New Method for Producing twice the quantity of Fine Salt in a given time, without extra fuel, by means of double bottoms.

3.—His Improvements in Salt-Pans, heated by spare steam, thereby still further increasing their production by 70 per cent.

4.—His New and Cheap Remedy to Prevent the Formation of Skin (pellicle) over the hot brine.

All letters to be addressed to—

Messrs. RALL and LEIBIUS, 1A, Tower Royal, London,

Agents to Dr. WARTH, Salt Works Engineer to the Royal Government of Würtemberg, Author of "Die Theorie und Praxis des deutschen Salineubetriebs;" Diploma from the University of Tübingen, for his Publications on the Laws of Draught and Smoke; Correspondent to "Der Berggeist," "Mining Journal," &c.

London, September 15, 1868.

MR. H. D. HOSKOLD,
MINING ENGINEER,
LAND AND MINERAL SURVEYOR
CINDERFORD, NEWNHAM.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept. 4	East Snaefell	10	£12 15 0	Sims, Willyams, & Co.
17	Whitewell	30	11 18 6	—
—	ditto (grey)	10	10 6 6	—
21	East Logylas	55	11 1 0	Panther Lead Co.
—	Glogfach	35	15 11 6	Sheldon, Bush, & Co.
—	Cwmystwith	40	11 8 6	Sims, Willyams, & Co.
24	Wheal Mary Ann	66	23 13 0	Panther Lead Co.
—	ditto	48	15 13 0	Treffry Estate.
—	Van (Llanidloes)	130	12 16 6	Walker, Parker, & Co.
—	ditto	100	12 16 6	ditto

BLACK TIN.

Date.	Mine.	Ts. c. q. lbs.	Price p. ton.	Amount.	Purchasers.
Sept. 22	Great Wh. Vor	54 10 0 16 ..	—	£3060 12 4	—

COPPER ORES.

Sampled Sept. 9 and 10, and sold at Liverpool Sept. 23, by JAS. LEWIS and SONS

Lot.	Description.	Tons.	Price per ton.	Purchasers.
1.	Italian ore, ex Danube	50 ..	£22 15 0	Vivian and Sons.
2.	Canadian regulus, ex Nestorian	20 ..	17 11 6	ditto
3.	ditto ditto ex Peruvian	20 ..	17 11 6	ditto
4.	ditto ore, ex Peruvian	15 ..	14 3 0	Newton, Keates, & Co.
5.	West Canada ore, ex Moravian	50 ..	14 15 0	St. Helens Copper Co.
6.	ditto ex ditto	50 ..	14 11 0	ditto ditto
7.	ditto ex Nestorian	35 ..	13 16 6	ditto ditto
8.	ditto ex ditto	35 ..	12 13 0	ditto ditto
9.	ditto ex ditto	30 ..	15 9 0	ditto ditto

COPPER ORES.

Sampled Sept. 2, and sold at Swansea, Sept. 22.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Bolivian Ore	64	20¼	£13 15 6	Knockmahon	128	5	£3 0 0
ditto	64	20¼	13 15 6	Berehaven	198	9⅞	6 15 0
ditto	63	20⅛	14 2 6	ditto	86	9½	6 7 6
ditto	63	20¼	14 4 6	ditto	79	9½	6 6 0
ditto	63	20⅛	13 18 0	Dyliffe	43	7	4 14 0
ditto	63	20¼	13 19 0	Pomona	3	44	30 18 0
Bolivian Reg	48	40	27 17 0	Concordia	4	7	3 1 6
ditto	46	40	27 17 0	ditto	1	29⅞	20 5 6
ditto	45	40	27 13 0	Copper Ore	2	15¾	10 10 6
ditto	45	40	27 10 6	Casali	19	14¾	9 19 6
ditto	45	39⅞	27 7 0	Burnt Ore	2	6	2 10 0
ditto	45	39¾	27 7 0	Copper Slag	30	8⅛	3 0 0
Knockmahon	104	10⅞	7 8 6	Cop. Bottoms	3	20½	12 17 6
ditto	30	11	7 9 0	Copper Ore	19	13	8 13 0
ditto	102	7⅞	5 4 0	Regulus	4	46½	30 8 6
ditto	95	7⅞	5 4 0	Sludge	4	20¾	12 10 0
ditto	126	10⅛	6 17 0	Precipitate	6	18¼	12 0 0

TOTAL PRODUCE.

Bolivian Ore	380	£5303	16 0	Casali	19	£	189 10 6
Bolivian Regulus	274	7562	5 6	Burnt Ore	2		5 0 0
Knockmahon	585	3267	4 0	Copper Slag	30		90 0 0
Berehaven	303	1977	9 0	Copper Bottoms	3		38 12 6
Dyliffe	43	202	2 0	Copper Ore	19		164 7 0
Pomona	3	92	14 0	Regulus	4		121 14 0
Concordia	5	32	11 6	Sludge	4		50 0 0
Copper Ore	2	21	1 0	Precipitate	6		72 0 0

COMPANIES BY WHOM THE ORES WERE PURCHASED:—

Names.	Tons.	Amount.
Freeman and Co.	108	1670 3 6
Grenfell and Sons	264	2686 1 0
Sims, Willyams, and Co.	363	6032 9 0
Vivian and Sons	348	1962 12 0
Williams, Foster, and Co.	194	3233 14 0
Bankart and Sons	191	2653 1 6
Charles Lambert	128	384 0 0
Sweetland, Tuttle, and Co.	86	548 5 0
Total	1682	£19,190 7 0

Copper ores for sale at Swansea on October 13.—Union Mine (Tilt Cove) about 1200—Cuba 520—Knockmahon 460—Moonta 390—Dyliffe 120—Ballycummisk 100—New Cornwall 60—Copper Ore 30—Slag 20.—Total, 2900 tons.

TOTALS AND AVERAGES.

21 cwts.	Produce.	Price.	Standard.
Whole sale 1682	16¾	£11 8 2	£90 0 6

COPPER ORES.

Sampled Sept. 9, and sold at the Royal Hotel, Truro, Sept. 24.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Clifford Amalgamated	72	£2 17 6	Glasgow Caradon	78	£3 8 0
ditto	71	2 19 0	ditto	37	2 11 6
ditto	69	1 9 6	Wheal Rose	60	4 5 0
ditto	64	2 0 6	ditto	58	3 1 0
ditto	63	4 1 0	ditto	47	2 14 0
ditto	56	3 6 0	ditto	46	3 5 0
ditto	50	2 16 6	Poldice Mines	71	2 14 0
ditto	42	3 10 0	ditto	67	1 14 0
ditto	21	3 12 0	ditto	52	6 10 6
ditto	12	3 6 0	ditto	20	9 13 0
South Caradon	94	7 1 0	Phœnix Mines	105	3 19 6
ditto	74	4 8 0	ditto	86	2 10 6
ditto	61	3 17 0	North Treskerby	66	4 8 0
ditto	56	6 14 6	ditto	46	4 0 6
ditto	52	10 9 0	ditto	40	4 8 0
ditto	51	9 16 6	West Caradon	55	3 0 6
ditto	41	10 3 6	ditto	48	5 13 0
ditto	37	11 17 0	Craddock Moor	80	4 13 6
Glasgow Caradon	91	2 8 6	ditto	10	4 6 0
ditto	87	4 13 6			

TOTAL PRODUCE.

Clifford Amalgam	520	£1491	4 6	Phœnix Mines	191	£	634 10
South Caradon	466	3499	17 0	North Treskerby	132		651 11 0
Glasgow Caradon	293	987	17 6	West Caradon	103		457 11 6
Wheal Rose	211	708	6 0	Craddock Moor	99		417 0 0
Poldice Mines	210	837	18 0				

Average standard	£ 98 7 0	Average produce	7¼
Average price per ton	£4 6 6		
Quantity of ore	2236 tons	Quantity of fine copper	160 tons 16 cwts.
Amount of money	£ 9,665 16 0		

LAST SALE.—Average standard..... £104 19 0—Average produce..... 6⅛
Standard of corresponding sale last month, £ 97 9 0—Produce, 7⅞.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	392	£1133 11 8
Freeman and Co.	145½	428 10 7
Grenfell and Sons	215	805 11 0
Sims, Willyams, and Co.	223	1511 9 0
Williams, Foster, and Co.	387	2201 19 0
Mason and Elkington	361½	1184 2 0
Copper Miners' Company	53	151 11 6
Charles Lambert	259	1542 1 5
Sweetland, Tuttle, and Co.	200½	706 19 10
Total	2236	£ 9665 16 0

Copper ores for sale at Tabb's Hotel, Redruth, on Thursday next.—Mines and Parcels.—Wheal Seton 701—West Wheal Seton 555—South Wheal Crofty 364—West Wheal Tolgus 335—Clifford Amalgamated 186—East Pool 159—Wheal Basset 139—Carn Camborne 50—East Wheal Basset 30—Dolcoath 16.—Total, 2535 tons.

Copper ores for sale at Tabb's Hotel, Redruth, on Thursday week.—Mines and Parcels.—Carn Brea 446—Crenver and Abraham 383—East Carn Brea 251—Prosper United 175—Par Consols 149—North Downs 126—Wheal Emily Henrietta 103—Great South Tolgus 83—West Wheal Tremayne 20—Rosewarne Consols 10—Huthnance's Ore 9—Great Crinnis 7.—Total, 1762 tons.

A LARGE AMOUNT of MONEY being EXPENDED in ADVERTISING in WORTHLESS PUBLICATIONS, C. H. MAY will be HAPPY to AFFORD INFORMATION to ADVERTISERS in the SELECTION of the BEST and MOST INFLUENTIAL.

C. H. MAY'S GENERAL ADVERTISING OFFICES.

ESTABLISHED 1846.

ADVERTISEMENTS inserted in all the London, Provincial, Foreign, and Colonial Newspapers.

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Now ready, price 21s.,

THE CIVIL ENGINEERS' AND CONTRACTORS' ESTIMATE AND PRICE BOOK,

With SPECIFICATIONS for LABOUR and MATERIALS, CONTRACTORS' PLANS and TOOLS, with RULES and EXAMPLES for the CONSTRUCTION of PUBLIC WORKS at home and abroad. Illustrated with plates and woodcuts.

By W. DAVIS HASKOLL, C.E.

To which is added THE LAW OF CONTRACTS, by W. CUNNINGHAM GLEN Esq., Barrister.

London: ATCHLEY and Co., Engineering, Scientific, and Architectural Publishers, 106, Great Russell-street, W.C.

NEW EDITION OF MITCHELL'S ASSAYING.

On Tuesday next, in 8vo., with many woodcuts, price 28s.,

A MANUAL OF PRACTICAL ASSAYING,

By JOHN MITCHELL, F.C.S.,

Third edition, in which are incorporated all the late important discoveries in Assaying made in this country and abroad; including Volumetric and Colorimetric Assays, and the Blowpipe Assays. Edited and for the most part re-written by WILLIAM CROOKES, F.R.S., &c.

London: LONGMANS, GREEN, and Co., Paternoster-row.

F. N. GISBORNE'S PATENT MECHANICAL BALANCE-WEIGHT SIGNALS FOR MINES, &c.

THESE SIGNALS supply a want long felt in giving INSTANT COMMUNICATION in MINES at SEVERAL PLACES at the SAME TIME without the aid of electricity, but by a single rod or chain; so that a degree of safety is ensured hitherto unknown.

The price is also very low, and the mechanism so simple that any ordinary mechanic could put it in order if out of adjustment.

The same patent, as applied to ships, has received the approval of the Chief Engineer, Chatham Dockyard (vide *Times*, Aug. 13, 1868).

SOLE AGENT FOR MINERS:

MR. GEORGE B. JERRAM, ENGINEER, 5, GREAT QUEEN STREET, WESTMINSTER.

N.B.—Mr. JERRAM is now visiting the different mines with working models.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt: it then forms an accumulating useful work of reference.

SCALE FOR ADVERTISEMENTS.—To avoid the necessity of frequent application, we may state our charge for general advertisements is—for six lines and under, 4s.; per line afterwards, 8d. Average, twelve words per line.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, SEPTEMBER 26, 1868.

OUR MINERAL WEALTH.

An early copy of the MINERAL STATISTICS OF THE UNITED KINGDOM for 1867, by Mr. ROBERT HUNT, F.R.S., has been obligingly placed in our hands. This enables us to lay before our readers the INTRODUCTION, General Summary, and the Detailed Summary of the Coal and Iron Produce.

Mr. ROBERT HUNT gives the following explanation of the lateness at which the Statistics appear:—"The publication of the MINERAL STATISTICS for 1867 has been delayed several weeks beyond the usual period. This has been quite unavoidable, since it has not been possible to obtain some of the returns at an earlier period. It must not be forgotten that every return which appears in this volume is a perfectly voluntary contribution, and that I am, therefore, entirely dependent on the convenience of the mineral producer. There has not been any unwillingness to give the information required; but certain causes, connected with the unsettled state of the commercial world, have interfered with that promptness of reply which has usually attended my applications. The returns from the lead mines have been delayed from another cause. Owing to the extreme dryness of the season it has, in many cases, only been possible to prepare the ore raised last year for the market within the last few weeks. At the same time as I offer this explanation of a delay which I regret exceedingly, I feel I have a duty to perform in thanking equally the miners, the manufacturers, and the directors and other officials of the railway and canal companies of the United Kingdom for the assistance which they have readily given, and without which it would not have been possible to have given the present state of completeness to the Mineral Statistics."

GENERAL SUMMARY OF THE MINERALS RAISED AND THE METALS PRODUCED IN THE UNITED KINGDOM IN 1867.

MINERALS.

COAL	Tons 104,500,180	Value	£26,125,145
IRON ORE	10,021,058		3,210,098
TIN ORE	13,649		694,734
COPPER ORE	158,544		699,693
LEAD ORE	93,432		1,158,066
ZINC ORE	13,489		41,340
IRON PYRITES	116,889		67,453
GOLD QUARTZ	3,241		5,320
ARSENIC*	2,255		4,112
GOSSANS, &c.	5,482		5,808
NICKEL	2		14
WOLFRAM	10		62
MANGANESE	808		3,232
BARYTES	11,107		7,827
COPROLITES	37,000		70,300
SALT	1,394,939		836,963
CLAYS (*fine* and *fire*)	1,179,300		589,650
Earthy Minerals not returned (*estimated*)			650,000
Value of the MINERALS produced			£34,169,797

* In part *estimated*.

METALS OBTAINED FROM THE ABOVE ORES.

PIG-IRON	Tons 4,761,023	Value	£11,902,557
TIN	8,700		799,203
COPPER	10,233		831,761
LEAD	68,437		1,337,509
ZINC	3,750		79,693
SILVER	Ozs. 804,024		215,400
GOLD	1,520		5,890
Other metals (*estimated*)			15,000
Total			£15,187,013
Value of METALS produced from the Mines of the United Kingdom			£15,187,013
Value of COAL			26,125,145
Other Minerals not smelted—SALT and CLAY			2,167,934
Total			£43,480,092

Notwithstanding the depressed state of our manufactures, we find that the production of Coal is still increasing, as the following Table will show:—

SUMMARY OF THE COAL PRODUCE OF THE UNITED KINGDOM FOR THE YEAR 1867.

Durham and Northumberland	Tons 24,867,444
Cumberland	1,512,514
Yorkshire	9,843,575
Derbyshire	4,550,550
Nottinghamshire	1,575,006
Leicestershire	1,150,000
Warwickshire	880,850
Staffordshire and Worcestershire	12,526,554
Lancashire	12,841,500
Cheshire	935,000
Shropshire	1,558,500
Gloucestershire and Somersetshire	1,975,000
Monmouthshire	4,569,500
South Wales	9,092,300
North Wales	2,371,250
Scotland	14,125,943
Ireland	125,000
Total produce of the United Kingdom	Tons 104,500,480

Of this coal, 9,761,827 tons were exported, leaving upwards of ninety-five million tons for our home consumption. The largest quantity of this will have been consumed in our iron manufacture, which will be found from the following statement to maintain its proud position:—

IRON ORE PRODUCE OF THE UNITED KINGDOM.

Counties.	Quantities.	Value.
Cornwall	Tons 6,426 10	£ 2,003 11 1
Devonshire	10,212 10	3,178 12 9
Somersetshire	36,874 18	17,952 10 0
Gloucestershire	156,169 0	70,271 0 0
Monmouthshire	341,057 0	86,040 10 0
Wiltshire	82,856 0	33,034 0 0
Northamptonshire	416,765 9	104,191 7 3
Lincolnshire	192,213 0	48,053 0 0
Shropshire	250,000 0	62,500 0 0
Warwickshire	15,500 0	3,875 0 0
Staffordshire—North	794,509 0	212,237 10 0
ditto South	525,000 0	136,450 0 0
Derbyshire	350,000 0	87,500 0 0
Northumberland and Durham	115,700 0	31,770 0 0
Lancashire	667,356 0	333,678 0 0
Cumberland	890,566 5	569,361 19 6
Yorkshire—North Riding	2,739,038 17	798,056 6 9
Ditto West Riding	579,000 0	144,750 0 0
Wales—North	44,082 0	12,122 11 0
Ditto South	501,186 0	131,230 12 0
Scotland	1,264,800 0	311,200 0 0
Ireland	42,016 0	10,641 10 0
Total	Tons 10,021,058 9	£3,210,098 0 4

The make of Pig-Iron from this ore, and some comparatively small quantities imported, appears to have been as follows:—

SUMMARY OF THE PIG-IRON PRODUCE IN 1867.

Counties.	No. of ironworks active.	Furnaces built in district.	Furnaces in blast.	Tons of pig-iron made.
ENGLAND.—Northumberland	2	18	3	31,027
Durham	11	71	39	477,834
Yorkshire—North Riding	14	67	50½	640,892
Ditto West Riding	12	36	25	109,002
Derbyshire	14	43	30	160,028
Lancashire	4	25	19	318,801
Cumberland	3	18	8 3-5	109,839
Shropshire	11	29	22	123,604
North Staffordshire	6	35	23	202,332
South Staffordshire	49	177	91½	515,638
Northampton	4	9	5	25,184
Lincolnshire	3	6	5	25,579
Gloucestershire, Wiltshire, and Somersetshire	3	10	6	71,186
	3	4	3	
	1	2	1	
Total	138	550	331 3-5	2,810,946
WALES.—Nth. Wales—Denbighshire	3	9	5	32,843
South Wales—Anthracite furnace.	4	25	11	35,506
Bituminous districts. Glamorganshire	13	76	49	403,050
Brecknockshire	1	15	5	29,443
Monmouthshire	14	71	50	418,235
Total	35	196	120	919,077
SCOTLAND.—Ayrshire	8	45	34	
Lanarkshire	14	96	67	
Fifeshire	3	13	3	
Linlithgowshire	1	4	2	
Stirlinghire	2	7	5	
Haddingtonshire	1	1	1	
Argyleshire	1	1	0	
Total	30	167	112	1,031,000

ENGLAND	Tons 2,810,946
WALES	919,077
SCOTLAND	1,031,000
Total	Tons 4,761,023

We shall return to the consideration of this important publication in future numbers of the *Mining Journal*.

THE IRONWORKERS, AND THEIR WAGES.

The representatives of the Ironworkers' Union, such as it is, have again met at Gateshead. The gathering was designated a meeting of delegates, and the object the receiving of reports from those of the men who, in obedience to the behest of the previous meeting, had waited upon their employers seeking an advance in the wages scale. There is reason to conclude that the reports were few, that the instructions issued had been acted upon to a very partial extent, and that whatever might have been the views of the men who began the movement, the opinions of those who were consulted were altogether opposed to any action at the present time calculated to interfere with the existing relationship between employers and employed—in other words, the majority of the men are displaying prudence, and are disposed to act upon our advice, and "Let well alone." Hence it came about that the meeting wisely resolved upon nothing more than a kind of assertion that they were "justly entitled" to an advance, and then proceeded to enlarge upon the probability of "a just recompense for their labour" being by-and-bye obtained by the ironworkers through the agency of the association, the desirability of "an independent board of arbitration," and protection for trade funds.

We have no complaint to make of the decision at which the men arrived, but, on the contrary, congratulate them upon the course they took. To strengthen, however, the views, which are, doubtless, held by the men whose reports influenced the decision of the few men who assembled at Gateshead, we desire to remind them of their improved condition now as compared with their state at the time their wages were reduced 1s. a ton puddlers, and 10 per cent. millmen. At the earlier period they were probably making not more than three turns a week, they are now making five. Their masters told them that if they submitted to the reduction named they should be able to secure for them that which had really come about—steady employment; and that a slight reduction in the rate of wages would bring a much larger total earning. Such has been the case; the men gave up 3s., and they have received 15s. in return. It is true they have had to render two turns more work, but it is by no means clear that they are suffering physically from the change. On the contrary, all who have any knowledge of the habits and customs of the British ironworkers know well that both their own physique and the condition of their families are better at a time of constant work at moderate wages than during a period of only partial work and high wages. At the same time we are not disposed to advocate the maintenance of the existing rate of wages longer than it can be safely advanced, for the present remuneration for puddling is as little as the men ought to receive. But in order to advance the existing scale must be allowed to operate some short time longer.

Upon the day that the Gateshead meeting was held certain of the North Staffordshire puddlers assembled in their district, and, having discussed the present scale, resolved—

"To ask the ironmasters of the district for an advance of 1s. per ton to the puddlers, and 10 per cent. to all other branches of the trade."

The announcement adds that—

"Hopes were expressed that the employers would take this request into their careful consideration, and comply with it, and that there would be no necessity for any harsh measures in order to gain the object in view."

Whether or not any further action than the passing of this resolution is likely to be taken by the North Staffordshire men is not clear. Our information is that no formal notices have at present been given at the works. We hope they will not. If they should, the men will only be placed in the uncomfortable position of giving a notice without either having had it acted upon by their employers, or themselves carrying out the alternative that it implies. For it cannot be expected that the North Staffordshire masters are in a condition in the present stage of the recent improvement, and in view of the state of things affecting the future demand, to which we drew attention last week, to give more than they are now paying. Nor, on the other hand, do we expect that the men have so little wisdom as to attempt to coerce them to give it by adopting measures in the carrying out of which the men themselves must be the chief sufferers.

It is gratifying to find men who, no doubt, regard themselves as the "leading spirits" in all labour movements amongst the ironworkers, pronouncing in favour of a "board of arbitration, for the prevention of strikes and lock-outs, which alike injure employers and employed, and frequently fail in the accomplishment of the object so much desired by employers and employed." This quotation we extract from the second resolution passed at the Gateshead meeting. In the adoption of such a plan the employers regard two things as necessary. First, the board of arbitration must be a representative board; and, next, its decisions must have the force of law. The resolution speaks of an "independent" board. What this may mean is not quite clear. But the only efficient board will be such a one as embraces the principle contended for by Mr. LANCASTER, of the Wigan Coal and Iron Company, which we noticed in our last. There must be a restoration of "that directness of contact and communication between the employers and the employed which, in the rapid development of trade in this country, has been thrust aside and temporarily lost." Masters and men must meet each other upon such boards, and together discuss the points in which they are mutually interested, and of which they have a practical knowledge. The matters in dispute must not be left to the arbitrament of men who are neither coal nor ironmasters. When the Legislature shall have discussed the report yet to be presented of the Trades Union Commissioners, and shall have made the decisions of boards constituted as we have suggested binding, then masters will raise no objection to their adoption. At present, however, no action of a permanent character can be taken in this direction by the iron and coal masters generally, because of the absence of legal powers enforcing the observance of the decisions.

Iron and coalmasters would likewise assist their operatives to carry out the third resolution of the Gateshead meeting, which authorised the chief officers to "secure legal protection for our funds," always supposing that the objects set forth in the rules of the societies owning the funds are not in restraint of trade. They fully coincide with the frank and honest views expressed upon this subject by Mr. ROEBUCK, in his address to the electors of Sheffield. If the working man desires to combine the law ought to allow him to combine, and then to protect his combination. The funds of his combination ought to be protected from the dishonest official, so long as the objects of his combination are legal, but the aid and protection of the law must cease so soon as the combination seeks ends which are coercive, either of masters or men. The interests of both are identical, and both should have perfect freedom. In respect of the working man, "every protection ought to be given to him, so that he may come into the labour market free and unshackled; his own master, free to make his own agreement with his employer, doing what his own judgment tells him is for the good of his family and himself." He should be master of his own destiny, and be put beyond the despotism—if such there be—of his employer, or, on the other hand, of his own order, "who may, under specious names, coerce or mislead him."

MR. ALEXANDER BROGDEN.

This gentleman, who has been accepted by the majority of the electors of the new borough of Wednesbury as the most fitting person to represent them in Parliament, is being subjected to a larger amount of contumelious opposition than is falling to the lot of, perhaps, any other candidate who occupies the position of a representative of the iron and coal interests. It was Mr. BROGDEN'S misfortune to have been at one time a candidate for the borough of Yarmouth, and he is now charged with being a party to the transactions which have made that borough notorious in the list of rotten constituencies. It is true that, once in the vortex of the contest, Mr. BROGDEN permitted his candidature to cost him a large sum of money; but it is likewise true that his was the petition which dragged the Yarmouth practices into daylight, and that his was the money which paid the cost of that petition. Instead of coquetting with bribery, we have reason to know that if he had been in the House when the Bribery Bill was before it, his vote would have been recorded in favour of that measure. Turning his back upon the old constituencies, in very many of whom he has good reason to fear the Yarmouth practices to a more or less extent prevail, he has sought a new and uncorrupted borough; and so soon as his committee was formed, he took steps to guard its purity, by circulating amongst them a printed statement of the acts which have been declared to be illegal, and earnestly cautioning them against the infringement of the law either in letter or in spirit. We fully believe him when he states, as he did at one of the public meetings which he subsequently addressed, that "if 50*l.* spent in corruption would purchase him a seat in the House of Commons, he would not spend it."

Next, the "tommy-shop" bogie, which it was thought had been laid, has had new life attempted to be given to it by the importation of a workman, who has made extraordinary assertions. These he met by suggesting that the meeting at which the statements were made should nominate a Committee of Investigation, who should proceed to the Tondu Works, in South Wales, and there enquire into the method of payment, and the working of the shop. To assist in the enquiry, he promised that the committee should have access to the books of the firm, and he offered to pay the committee's railway fare to and from Wales. The suggestion was acted upon, and the investigation carried out by men who were selected alike by the secretary of the Millmen Ironworkers' Association and by tradesmen constituting the "Anti-Truck Association" of the borough. They have returned, and having made their report the wind-bag has been again punctured. The customary result has followed—the enemy has not been cursed, but has been blessed. The ironworkers have a draw once a fortnight, and a settlement once a month, and there are no five, six, or nine weeks' draws. The wages are good, and some men spend nothing at the shop, and others very little; yet no man had ever been intimidated or discharged for declining to purchase at the shop, which was at one time closed, but which, upon the memorial of a deputation, was afterwards re-opened; for Bridgend, the nearest town, is 3½ miles away. The farmers in the neighbourhood, and also the shopkeepers in the town, alike gave Mr. BROGDEN a good name. If a man earned 6s. a day he was allowed to draw at the rate of 5s. To prove this, the books for the last 10 years were offered to the committee. Mr. BROGDEN paid the poors rates of every man in his employ; and, deducting only 2d. in 1*l.* from the men's earnings, found the balance necessary to educate all their children. There were a church and schools, which Mr. BROGDEN had built at a cost of several thousand pounds, and there was contentment everywhere. Some of the Anti-Truck Association were astonished to find goods cheaper at the shop than they were selling them at their own stores in Wednesbury, and, excepting boots, they were cheaper than similar goods sold at the shops in Bridgend. As to the arrangements between Mr. BROGDEN and his colleagues, the committee found that constant work was provided for the men, either at bank or in the pit; and "some surplus hands, for whom no description of work could be found, received 9s. per week, with house and firing, until things became better." The miners knew nothing of the tommy-shop system; they were all paid on the bank, and when this was done a locomotive came up and conveyed as many as wished to the town. Unless this tommy-shop lie possesses the legendary nine lives of the feline tribe, we may suppose that it is now dead and buried.

But Mr. BROGDEN has to run another gauntlet. He is a Welsh ironmaster—*ergo*, his interests are diametrically opposed to those of the South Staffordshire ironmaster, although he is also the proprietor of Ulverstone property. The very life and trade of South Staffordshire would be destroyed if the constituency should send Mr. BROGDEN to Parliament. Indeed, the South Staffordshire iron trade

would not last 20 years longer if Mr. BROGDEN should be returned. These are the statements of Mr. BROGDEN'S chief opponent, who is a Queen's Counsellor, yet asks to be sent as the third new representative of the iron and coal interests in the county of Stafford. Mr. JOHN HARTLEY, he said, would, in all probability, be returned as one of the members for the Eastern Division, and Mr. M'CLEAN as the other. Let them return him as the third trade representative, and the three working together would never rest until they had helped Staffordshire into that position which it ought to occupy. Let them return him to Parliament, and he would work night and day to get the Government contracts sent into Staffordshire instead of into the wilds of Wales. What Government contracts? The Welsh ironmasters will surely now begin to take alarm, and the Staffordshire masters encouragement. But, inasmuch as such contracts are altogether a myth, the Welsh ironmasters and the Staffordshire ironmasters occupy the semblance of CÆSAR and POMPEY, who are very much alike—specially POMPEY.

THE RAILWAYS AND MINERAL TRAFFIC.

The cry of the "Battle of the Guages," which was so popular, and created so much attention amongst the commercial community some few years since, has at length received its death blow. In all large colliery and iron districts, where there is heavy mineral traffic, where maiden mining districts are to be opened up, and where trade and commerce generally require expansion, the narrow guage has triumphed. The memory of the late eminent engineer, I. K. BRUNEL, will always be revered, and justly so, as practically the father of the railway system, and to him must the inestimable blessings of the "Great Civiliser" be principally attributed. The works originated and carried out by this "King of Engineers," as he has not been inappropriately termed, stand as momentoes of engineering skill, indomitable perseverance, and a triumph over difficulties which but few, if any, other men of his day could have carried to a successful issue. But, whilst all admire the genius and skill which planned and devised these gigantic engineering wonders, and can appreciate the moral courage and unflagging determination which characterised the man in surmounting the obstacles and difficulties which beset the undertakings, few practical men of the present day will, we opine, dispute that in railway matters, at least, ISAMBART KINGDON BRUNEL was mistaken. His broad guage has long since been condemned, and has now received its death blow, as not only unsuitable to the requirements of heavy mineral and other traffic, but costly to work, and consequently unprofitable to the pockets of the shareholders. The death blow to which we now allude as given to the broad guage is the determination of the directors of the Great Western Railway, as announced at their recent half-yearly meeting, to abandon the broad guage over a great portion of their system, in favour of the narrow guage. The third rail on the line between Oxford and Wolverhampton, and between Basingstoke and Reading, is to be taken up, and the service to be conducted exclusively on the narrow guage system. The present broad guage lines between Hereford and Grange Court are to be converted into narrow guages, and between the latter point and Gloucester a third rail is to be laid down, and in like manner from Gloucester to Standish Junction, so as to form, in conjunction with the Midland line, a complete narrow guage route between Bristol and the narrow guage systems north and south of Hereford. This is the determination which the directors of the Great Western Company have arrived at, after the most mature consideration. It is a step in the right direction, and is a partial response to the anxious and urgent solicitations which the colliery proprietors and traders of the South Wales and other districts have so long made to the Great Western Railway; and is a matter upon which we may fairly congratulate the traders along the route of the line generally.

The Great Western has always been an unfortunate line in a pecuniary point of view—it has never paid its shareholders anything like a fair percentage upon the enormous capital expended. We are not now going to enter at length into the many causes which have contributed to bring about such a state of things, but we venture simply to make the suggestion that to secure future prosperity an entirely new policy must be inaugurated. The colliery proprietors and traders must have far greater facilities given them for the expansion of their trade—and this can only be effectually accomplished by the laying down of the narrow or mixed guage throughout the entire system. It is no libel upon the Great Western Railway to say that hitherto it has not developed the trade of the district through which the line passes as it should have been done; whilst the mineral traffic may be said to have been almost, if not entirely, ignored. Up to a comparatively recent date the Great Western Company enjoyed a most complete monopoly of the South Wales district; and the principal object of the then directors seemed to have been to keep up that monopoly in costly litigation and expensive opposition to the various local lines of railway which were started, rather than by wise and judicious fostering of the trade of the district, to prevent the necessity of what may be termed rival lines being made. The whole fact of the matter is, that the Great Western directors had the opportunity at one time of securing for themselves the entire mineral traffic of the South Wales district which would have made a most important and valuable feeder for the whole system; but that opportunity has now been lost, principally because the large collieries and gigantic iron and other works had not that railway accommodation which was so essentially necessary for the successful prosecution of their works, and which cannot be effectually secured in South Wales by the broad guage. We unhesitatingly state that the broad guage should never have been brought into the South Wales district; and if the Great Western directorate would wish to materially advance the interests of the shareholders they can only hope to do so by still further developing the mineral resources of the district, and which can only be accomplished by the laying down of the narrow guage over their whole system. For very many years the Great Western Railway were successful in keeping out of the South Wales district all other companies, which monopoly proved most detrimental to the colliery proprietors and traders generally. The colliery proprietors and ironmasters of the Merthyr and Aberdare districts naturally required outlets for their vast productions at the principal ports of Cardiff, Swansea, &c. What more natural than that they should look to the Great Western Company to make these loop lines, as they may be called, for the development of the minerals of the district? The aid so vitally necessary was not granted, for in those days, as we have before observed, the directors seemed to have been engaged in efforts to push their line of railway into other and unremunerative districts, rather than promoting the important trade of their own legitimate route. Thus resulted the making of the Taff Vale Railway from Merthyr and Aberdare to Cardiff on the one hand, and the making of the Vale of Neath and the Swansea and Neath between Merthyr and Aberdare to the port of Swansea on the other. Who cannot remember the vast sums of money spent by the Great Western board in its parliamentary opposition to these lines of railway—money which would all have been saved had the directors of that day been actuated by sound commercial policy, and have manifested an earnest desire to develope the trade and provide for the requirements of the district? After many parliamentary sessions fight the spell of monopoly was broken. The barriers, which so effectually prevented the expansion of trade, were removed, and the mineral traffic of the district received a most wonderful impetus, which has grown steadily year by year, until Cardiff and Swansea rank amongst the first ports in the kingdom for the export of coal and iron. But not only were these local lines of railway made; other powerful companies sought and obtained parliamentary sanction for access to the great mineral basin of South Wales; and now, by means of the recent opening of the London and North Western system, in conjunction with other local lines of railway, a most direct and expeditious narrow guage route has been established to the whole of the midland and northern parts of the kingdom; and already a very great expansion of trade has been the result, and the coal and other staple productions of South Wales have found their way into districts hitherto shut out from such valuable commodities.

Notwithstanding several other railways have now access into South Wales, it cannot be ignored that the Great Western and its amalgamated South Wales section are the ligitimate lines of the district, and have very much of the trade in its own hands, if by wise policy and judicious management they afford the proper facilities to the requirements of the traders. The mineral trade of South Wales is worth an effort to retain; and it is because we see an earnest on the part of the present Chairman and board of directors of the Great Western Railway not only to retain but still further develope the trade that we, as the exponent of the iron and coal interests, thus refer prominently to the matter. We fain hope that the suicidal action of bygone days has now been abrogated, and that a more enlightened policy actuates those who are at the head of this gigantic railway. The determination to lay down the narrow guage rail over a great portion of the system, as now come to by the directors, is a happy omen for the future prosperity of the shareholders, and the interests of the colliery proprietors of the district. Still, the step does not go far enough. It is only an instalment of what is necessary, and what has long since been agitated for. It is, however, an important link in connection with the narrow guage system of the kingdom, and probably in the present critical position of matters it is as much as can reasonably be expected. The laying down of the narrow guage, however, over the whole system has been promised, and that alone will answer the requirements of the district, and satisfy the traders and colliery proprietors. With that accomplished, and a reduced through rate of carriage granted, the coal traffic between the South Wales district would soon be at least quadrupled, to the mutual advantage of the railway, the colliery proprietors, and the inhabitants of the metropolis.

Some three years since a general effort was made by the colliery proprietors, ironmasters, and the commercial community of the South Wales district to extend the narrow guage throughout the South Wales line. A memorial, signed by no less than 296 of the principal companies and firms of South Wales, was presented to the Chairman and directors of the Great Western Company, praying that this desirable scheme should be carried out without further delay. The memorial set forth—

"The serious impediments, inconvenience, and loss the commerce of the district is now sustaining in consequence of the broad guage being, in many cases, wholly inapplicable to their wants, thus confining their communications to very circumscribed limits, arresting their operations, and consequently crippling their trade. The transfer of goods, in consequence of the break of guage at every port and principal station between Milford and Gloucester, is expensive and tedious, entailing, moreover, constant delay in delivery, grievous disappointment, consequent annoyance, and often serious loss to both consignor and consignee. And as regards the great staple of the district—coal—such transfer (involving not only the expense of the operation, but the loss arising from depreciation by breakage) becomes positively prohibitory. Coupled with these facts is that of the inability of the company to provide a sufficient broad-guage rolling stock, together with the known disinclination of the public and the various wagonholders to find it, from a conviction that sooner or later the narrow guage will be provided. The effect of this is to exclude many extensive collieries and iron works from a large trade, which would necessarily pass over the South Wales Railway."

All which the traders of the district set forth in this, their memorial of some three years since, holds good in the present day. The directors then admitted the claims of the South Wales district to the narrow guage, and the benefits accruing therefrom, but no steps have been taken to carry it out, or give effect to the prayers of the memorialists, and thus the trade has languished on ever since, without that healthy expansion which would assuredly follow the adoption of the narrow guage. The Great Western have now determined upon extending the narrow guage as far as Gloucester. Is not the present the most opportune time for the colliery proprietors, iron merchants, and others of the South Wales district to renew their agitation, and thus induce the Great Western to extend the inestimable advantages of the narrow guage throughout the entire route?

ON A NEW SYSTEM OF IRON AND STEEL-MAKING—No. II.

BY G. J. AND T. C. HINDE.

We now come to a point to which far too little attention has been hitherto paid—the carbonisation of the iron. That pure carbonic oxide is sufficient to reduce iron ore into metallic iron is beyond question, but from whence does the metallic iron so formed obtain the necessary alloy of carbon to render it fusible? Pure metallic iron is practically infusible, and hence the carbon alloy, by which it is rendered fusible, must of necessity have been combined with it while in its solid metallic condition, and before fusion. There are two hypotheses as to the way in which this carbon alloy is effected. One, that the carbonic oxide has the power of holding carbon in chemical solution, in the same manner as the hydro-carbon gases have, and depositing it, under certain conditions, in a similar way to which they do—in the form of soot, blacks, smoke, &c., arising from imperfect oxydation: the affinity of oxygen for hydrogen being stronger than that of oxygen for carbon, causes the hydrogen to combine with all the oxygen present, the carbon being deposited in an uncombined state. The second hypothesis is, that the carbonic oxide gas holds a quantity of carbon particles mechanically suspended in it in an infinitely fine state of division, and that these carbon particles are by its means brought into intimate contact and alloyed with the metallic iron. It is not necessary for our purpose to discuss which of these two views is the correct one. That pure carbonic oxide cannot yield the carbon necessary for forming a fusible alloy of metallic iron and carbon—*i.e.*, cast or pig iron—is quite clear. To withdraw carbon from carbonic oxide is to convert carbonic oxide into carbonic acid, and this, of course, is the result of carbonic oxide being brought into contact with the oxygen of the ore. The oxygen of the ore removes half the carbon from the carbonic oxide, the result being carbonic acid—that is, the carbonic oxide, losing half of its quantity of carbon, becomes carbonic acid, and the oxygen of the iron ore combining with the carbon which the carbonic oxide has lost, also results in carbonic acid. It follows that no alloy of carbon with iron can ever take place from pure carbonic oxide; an alternate process of reduction and oxydation might result from the contact of carbonic oxide with iron ore, but the presence of solid, uncombined carbon is requisite to produce an alloy of carbon. As the presence of solid, uncombined carbon, in a fine state of division, is necessary for alloying iron with carbon, we therefore conclude that pulverised carbon for the purpose of saturating the carbonic oxide is the third condition requisite for the true solution of the problem.

We now come to the last of the combinations involved in smelting pig-iron—the combination of an appropriate flux with the earthy matter associated with the ore. The most available flux for the bulk of the British iron ores is lime. It is commonly charged into the furnace either as limestone or chalk, the carbonic acid being expelled by the heat of the furnace, or sometimes, but much less frequently, it is calcined first, and the lime is then charged into the furnace. No action between the lime and the other materials takes place until they reach the intense heat of the region immediately above the tuyeres. By the time the iron ore has descended to this point it has been converted into carbonised, and, therefore, fusible metallic iron, which melts, and trickles down amongst the intensely heated coke, and through the coating of molten cinder or slag which floats on the surface of the molten iron in the hearth. Where the ore is associated with a large quantity of earthy matter, the lime and this earthy matter must first combine, and melt together into slag, before the metallic iron is released. When the ore contains but a small percentage of earthy matter, the iron melts at once on reaching the zone of requisite heat in the furnace, the small quantities of silica, &c., coming in contact and combining with the lime, by the melting away of the iron which surrounded them. The maxim of the chemists of old, "*Corpora non agunt nisi sint soluta*" (Bodies do not act upon each other except in solution), though not strictly correct, yet indicates a truth, and chemical action is known to be enormously accelerated by bringing the particles of different bodies into close contact. Indeed, this may be proved to be the case on reference to blast-furnace slag by direct experiment. Let anyone mix up lime and earthy matter in the rough, indiscriminate way in which they meet each other in the blast-furnace, and compare the immense heat required for converting these into a slag with the ease with which they melt if they are first pulverised and then intimately mixed, and he will have practical proof of the next condition we lay down as essential in a true method of smelting—that the flux should be pulverised and intimately mixed with the iron ore.

It is well known that even the purest samples of mineral fuel contain sulphur, and the inferior varieties of coke or coal are so sulphurous as to greatly deteriorate the quality of the iron made with them. This being admittedly the case, it follows that with a smelting operation, so conducted as to secure the best results, no contact between the fuel and the iron or iron ore should occur.

To summarise our conclusions, then, we find that the smelting operation should be effected in an atmosphere of carbonic oxide; that the iron ore should be in a finely divided state; and that the flux and solid carbon, also in a finely divided state, should be intimately mixed with the ore; and, finally, that the fuel should not be in contact with the ore. We will now point out the new method of smelting, by which we propose to carry these deductions into practice. The hearth in which the fuel is burnt is a separate chamber from that in which the smelting takes place. The coke is charged into it through a fire-brick slide or valve, and the formation of carbonic oxide for the smelting operation is placed quite under control, the depth of the stratum of fuel through which the blast is forced being regulated for this purpose, according to the class of fuel employed. The carbonic oxide, at a very high temperature, passes into the smelting chamber. This may be either vertical, as a blast-furnace or a cupola, or horizontal and reverberatory, as a puddling or an air furnace. The iron ore, having been pulverised, is mixed with its due proportion of flux and carbonaceous matter, both of these also being reduced to a fine state of division; and if the horizontal furnace is employed, this mixture of ore, flux, and carbon is charged into the smelting chamber. The carbonic oxide from the fuel chamber passes over this mixture, and the heat is reverberated from the arched roof. As soon as the heat is raised to the requisite point to develope the chemical reactions we have already described, they proceed with great rapidity, and the smelting operation becomes a mere matter of minutes. The whole operation is entirely under control, and the foreman in charge of the furnace can at once observe any variations which may result from differences in the fuel, ores, or flux, and make the requisite corrections. The difficulty of passing the blast through a column of finely powdered material has been before adverted to, and where vertical furnaces are employed, we enable the carbonic oxide to penetrate through the mixture of ores, flux, and carbon, by incorporating the whole into bricks or blocks, and letting these dry, or set sufficiently to bear handling and charging into the furnace without disintegration. In most cases the lime to be used as a flux will be quite sufficient, when slacked, and mixed with water, to set the whole mass, but a small quantity of pitch, or bituminous coal, may be used for the purpose; in the latter case the bricks or blocks of the mixture require heating to set them. The crushing operation, as we perhaps need hardly add, is very simple and inexpensive. A pair of cast-iron fluted rollers, and another pair of plain ones below, similar to what are used in grinding clay for fire-bricks, are all that is necessary. The mixing of the ore, flux, and carbon may be effected by charging the requisite proportions of each through the crushing rolls, or at a subsequent period, as may be desirable. The drying of the bricks or blocks is conducted under a simple shed, same as the china-clay is dried in Cornwall. No moulding or shaping is required: the mass, as with the china-clay, is merely cut into rough blocks with the shovel, all that is needed being to ensure a certain number of interstices between the lumps when charged into the furnace, so that the heated gases may pass freely up through them. The advantages of the new method of smelting are an enormous saving in fuel, a complete control of the operation, and great improvement in the quality of the iron, by wholly preventing the pyrites and other impurities in the fuel from being alloyed with the iron, while the cost of plant for a given quantity of iron will not be one-third of the present outlay. An engine of 40-horse power will drive the fan requisite for the blast, and the rollers for crushing the ore sufficient for a furnace of 12 or 14 feet high, which will produce as much iron weekly as one of the stupendous furnaces we named at the outset, with its enormous and costly engines and other plant. In addition to these, a class of fuel can be utilised which is quite inadmissable in the present blast-furnaces, which require all large, hard coke. Coke of smaller size, and more friable character, can be used with good effect in the new method of smelting, while the anthracite coal, still the *bete noir* of British iron makers, will be enabled to take its true place as one of the very best smelting fuels we possess.

In our next paper we shall treat of the manufacture of Malleable Iron, and afterwards of Steel, adopting the same method as we have now done with Cast-Iron—viz., point out the defects of the present processes, investigate the true conditions under which the manufacture should be carried on, and demonstrate the means by which those conditions can be realised.

[*To be continued in next week's Journal.*]

THE WILSON PUDDLING AND BOILER FURNACE.—In the Supplement to this week's *Mining Journal* will be found an interesting communication from a a correspondent who has had considerable experience in iron-making, describing the recent improvements introduced by Mr. E. B. WILSON in the construction of his patent furnaces, and which are considered to make the furnace absolutely perfect. We are glad to learn that the increased yield of the Wilson furnace, as compared with that of ordinary construction, averages 13 lbs. per heat, the loss of iron being at the same time much reduced, and the quality being in all cases superior. The new furnaces are now in use at Messrs. Whitwell and Co.'s Thornaby Iron Works, Stockton-on-Tees; at Messrs. Richardson, Johnson, and Co.'s North Yorkshire Iron Works, Stockton; at Messrs. Hopkins, Gilkes, and Co.'s; and at several other works, and appear in all cases to give great satisfaction. Having had the opportunity of seeing the Wilson furnaces in actual use, our Correspondent is, no doubt, in a position to form an opinion of its merits. He states that the perfected furnaces make neither smoke nor cinders, gives a large yield of iron, and of better quality; that 8 cwts. of coal is saved per ton of iron puddled; that the first cost of the furnace is no greater than usual; and that there are less repairs, and no grate-bars to replace. These recommendations should, it is thought, secure its adoption.

THE COPPER TRADE.—An interesting correspondence is being carried on in one of the local papers of Swansea in reference to the very commencement of this important manufacture in that district. Swansea and its neighbourhood have always been associated with the early smelting of copper, and as the principal seat of the copper trade of the entire kingdom, but few are probably aware that it has enjoyed almost a monopoly of the trade for three centuries past. Colonel George Grant Francis, of Swansea, a gentleman of well-known antiquarian repute, and intimately acquainted with the various manufactures of the district, and the rise and progress of the staple trades connected with the principal towns of South Wales, has now, by means of ancient documents and manuscripts, satisfactorily proved that the first manufacture of copper in that district took place at Neath, in July, 1584, and he also has been enabled to fix the very year that the trade began near Swansea. An interesting document, still in the muniment room of the Swansea Corporation, shows—"For the purpose of some proceedings at law, a case was prepared for counsel, and the opinion given thereon is signed N. Fagakerly, 19th April, 1734." Amongst other matters, the town clerk of that day set forth that "in the year 1717 works were first erected upon the river at Swansea for smelting copper and lead ores, which works are situated above the town, and about two miles beyond the extent (boundary) of this corporation. In the year 1720 another work was erected upon Swansea river for smelting of copper ores, and situated within the limits of the corporation." Historically, therefore, we now know that the smelting of copper at its present several centres was as follows:—At Neath in the year 1584, at Swansea 1717, at Aberavon 1727, at Penclawdd 1800, at Llanelly 1805, at Loughor (discontinued) 1809, and at Pembrey 1846. The trade has passed through many vicissitudes, and the various manufacturers have had to contend with many and formidable difficulties to arrive at the present state of perfection to which the smelting of copper has now attained. It has, doubtless, had its many seasons of depression, if not stagnation, but in modern times there have been few depressions of longer duration than that through which the trade has recently passed, and which, perhaps, can scarcely be regarded as having yet terminated. Swansea having enjoyed the commercial advantages connected with such an important trade being carried on in its midst, is not likely to take an adverse step tending in the slightest degree to interfere in any of its branches, and a favourable report is now current to the effect that the district is destined to recover a great portion, if not all, of the smelting of copper which the rival port of Liverpool has been

anxious to establish. Swansea having been the legitimate seat of the copper smelting trade for generations past, the hill sides and mountain tops have long since been denuded of vegetation; and although actions for alleged injury to crops are occasionally threatened by farmers and agriculturists, &c., they are for the most part compromised for small sums, or nominal damages awarded at the hands of juries. No fear need be entertained either of the local authorities attempting to unnecessarily interfere in the suppression of "the smoke," for public meetings have deprecated such attempts, the inhabitants of the town and district emphatically declaring that they "live by smoke," and will welcome with outstretched arms any new works, notwithstanding the emission of vapours and the poisoning of the atmosphere. Not so, however, the good people of Liverpool. No sooner are the new works erected there, and once fairly in operation, than action after action is threatened by neighbouring farmers for damages to crops, &c.; and it is now reported that the Corporation of Liverpool have just taken the matter up, serving the proprietors of the smelting works with notices to consume their own smoke, or abide the consequences. Such being the case, the owners will have no other course open to them but to remove operations to more congenial soil, or to erect such costly machinery as required to conform with the provisions of the recently-passed Act of Parliament. In the meantime the smelters of Swansea pursue the "even tenor of their way," unmolested by threats of actions, and the public regard with interest the result of the steps taken in Liverpool against the proprietors of the works in question, and which the Swansea people fain hope will be the means of securing for the town and district the manifold advantages derivable from the manufacture of such an important article.

REPORT FROM MONMOUTH AND SOUTH WALES.

SEPT. 24.—The completion of Russian engagements is now affording full employment to the workmen engaged at the principal iron-making establishments in the district, in consequence of the navigation season to that country closing in another week or ten days. Reference has been made in previous reports to a better feeling having sprung up in the trade, and it is satisfactory to find that it is becoming more apparent every week, and makers generally anticipate doing a fair amount of business during the autumn months. For some kinds of rails prices have slightly advanced, and should the demand continue to increase an upward movement may be anticipated. The Preliminary Quarterly Meeting takes place this day, but it is not expected that any effort will be made to raise list prices, as it is generally believed that such a proceeding would prove fatal to the good feeling which lately set in. Enquiries from American buyers are still decreasing, but this is owing to the excitement now prevalent in that country in consequence of the election of President, and until that is settled there will not be so large an amount of business transacted, more especially with the United States, as has been done for some little time past, as all energies in that quarter now seem to be directed towards the forthcoming event. Continental transactions have been somewhat checked by the late rumours in France respecting a war breaking out, and although there is a great tendency for a conflict on the part of some individuals in France, it is to be hoped the French Emperor will not allow himself to be led into a war that would not only disturb the peace of Europe, but prove detrimental and injurious to commercial transactions generally. Shipments are now being made to Russia, and fears are entertained by some that when the Russian season closes there are not sufficient orders on some of the makers' books to keep the mills going during the winter months. One thing, however, is certain, that some of the leading ironmasters in the district of late received an accession of orders, but it is premature yet to pronounce an opinion as to the prospects of trade for the next three months. Enquiries from India for the miscellaneous descriptions have not only increased, but are of a better character than for some time past, and it is hoped that shipments to that country will not only be more regularly made, but for much larger quantities. There is an improvement in the home demand, and buyers now seem more disposed to enter into transactions than for many months past. Actual transactions, however, cannot be said to be for any large quantities, but it is hoped that during the autumn a considerable accession will be made to present engagements, and that something like former activity will prevail during the latter part of the year, which will, in some measure, make up for the dulness which has prevailed for so long a time. Pigs command a steady sale, and prices are somewhat improving. Tin-plate makers are obtaining more orders for charcoal qualities, and better prices for cokes.

Steam coal proprietors have still to contend with the difficulty they have lately had to encounter in the want of vessels of suitable tonnage; but as the weather is now highly favourable for arrivals, and a large number of vessels have been entered outwards, there is every probability of the difficulty being speedily surmounted. The demand from the East is still below the average, but of late there are more enquiries from Bombay, and the same can be said respecting the Mediterranean ports and continental houses. There is a slight increase in the shipments to the Southern States of America, and hopes are now entertained of an improvement having set in. For house qualities there are more enquiries, but the trade is in far from a satisfactory position, a large number of workmen being only partially employed.

Messrs. Joseph and Crawshay Bailey, proprietors of the Nant-y-Glo Works, have made a claim of 15,000*l.* against the Blaenavon and Brynamawr Railway Company for mine and coal ground, over which the railway company are constructing their line, which traverses the north crop of the mineral basin. The Messrs. Bailey have a ten-years lease of the land, which belongs to the Duke of Beaufort, and the main question at issue is whether the land can be worked as "patching" ground to a profit or not. The case has been referred to arbitration at Newport, Mr. Adams, C.E., being the arbitrator.

A presentation of a highly-chased silver tea and coffee service, weighing 160 ozs., together with an address, a beautiful specimen of caligraphy (supplied by Messrs. Waterlow and Sons, London), framed in a superb style, was made on the 17th inst. at the Boy's School-room, Cwm Avon Works, Port Talbot, to Mr. DAVID THOMAS, mineral agent to the Governor and Company of Copper Miners in England, on his leaving to take a similar situation in the employ of the Rhymney Iron Company, Monmouth. The testimonial was subscribed for chiefly by the colliers and miners of the valley in token of the esteem and respect in which they held Mr. Thomas, and was presented on behalf of the committee by Mr. W. Price Struvé, the managing director of the works, who spoke very highly of Mr. Thomas as a faithful, honest, and skilful agent, always showing the greatest care in enforcing and carrying out the rules and regulations of the colliery, and he also entertained a very high opinion of him as a mining engineer, having had, during a period of 20 years, many difficult jobs to carry out in connection with the development of the mineral resources of the valley, under Mr. Struvé's superintendence. Mr. Thomas responded in brief but cogent language, and expressed great pleasure in accepting such a handsome present, and begged they would accept his warmest thanks. He felt under great obligations to Mr. Struvé for the kind advice and valuable assistance he had rendered him during the past 20 years in which he had been colliery agent. The silver plate was supplied by the Goldsmith Alliance Company, London.

An offer has been made to the creditors of the Pontnewynydd Iron Works Company (Limited) to pay them 5*s.* in 1*l.* on their debts, provided all litigation is at once stopped, and it is probable the offer will be accepted.

Parson's patent for the manufacture of tin-plates without using sulphuric acid in their preparation is being adopted at the Caerleon Works.

There was an explosion on board a steamship in the East Bute Dock, at Cardiff, on Wednesday afternoon. Two colliers were badly injured, and two others had a narrow escape. The explosion was the result of spontaneous combustion, the crew having foolishly "battened down the hatches" before the gas from the coal had been allowed to escape.

At the Hirwain Coal and Iron Company annual meeting, on Tuesday (Mr. Handel Cossham in the chair), the directors regretted presenting a report less satisfactory than those previously issued, but it was well known that the past year had been one of unexampled depression in the Welsh steam coal trade, and still more so in the iron trade. The loss of 11,124*l.* 12*s.* 7*d.*, shown in the accounts, in great part arose from the sale of stocks of iron and ironstone, which had not realised the sum at which they were estimated in the previous stock-taking; added to which the price of steam coal had, throughout the past year, been below its average. As respects the company's collieries, the past year had been one of continued development, and the property has been improved in value considerably beyond the amount of deficiency shown in the accounts. A large portion of the amount spent in improving and developing the works might fairly have been charged to capital, but the directors thought it best to regard it as a charge against revenue, to be repaid by future profits. The coal is turning out of excellent quality, and is establishing itself in favour for locomotive, marine, and other steam purposes. The report was adopted, and Mr. Briggs, of Manchester, and Mr. Murly, of Langport, were re elected as directors.

John Beavans, collier, of Vochriw, was summoned before Mr. Fowler, the Merthyr stipendiary magistrate, for an infringement of the Mines Inspection Act, by taking a lad named David Powell, under 10 years of age, to work in the colliery in which he was himself working, without having obtained the sanction of the owners. Mr. C. H. James appeared for the board of guardians, who were the prosecutors. He explained the circumstances as follows:—The defendant took the boy out of the workhouse, on the understanding that he would adopt him and send him to school, but instead of doing the latter he took him into the Vochriw Pit to work. The case was clearly proved, and defendant, in his defence, said the boy worried him to take him to see the works, and if he intended him to work he should have asked permission of the gaffer. Mr. Fowler said it was very wrong to take so young a boy into a pit at all; though if he believed defendant had only taken the boy to see the works, he would not inflict a penalty. But that did not seem to be the case, and he was convinced defendant had taken the boy into the pit for the purpose of accustoming him to such work as he could do. He would not inflict a fine so high if he had the power to reduce it, but the minimum that he had power to impose was 5*l.* The protection of children was carefully attended to by the law, and such offences as these were visited heavily.

The arrivals at Swansea include—the Mary Martha, from Carloforte, with 325 tons of zinc ore, to order; Florence Nightingale, from Carrizal, with 620 tons of copper regulus, for H. Bath and Son; Jameaux, from Redon, with 100 tons of iron ore, for Wm. Crawshay; Isole, from Santander, with 100 tons of iron ore, for Richards, Power, and Co.; Mary Ann, from Bilbao, with 270 tons of iron ore, for W. H. Tucker, jun.; T. G. V., from St. Malo, with 100 tons of zinc ore, for Dillwyn and Co.; Harriet Williams, from Carloforte, with 295 tons of zinc ore, for H. Bath and Son: Francoise, from Bilbao, with 140 tons of iron ore, for W. H. Tucker; St. Ann, from Bilbao, with 159 tons of iron ore, for W. H. Tucker; Zenobie, from Bilbao, with 142 tons of iron ore, for W. H. Tucker; Nordsaer, from Brevig, with a cargo of timber, to order; Retriever, from Genoa, with 204 tons of copper ore, for H. Bath and Son; Remember, from Bordeaux, with copper ore and sundries, for H. Bath and Son; Wild Wave, from Carloforte, with 763 tons of zinc ore, for H. Bath and Son; Sarah Fox, from Licata, with 184 tons of sulphur, for Elford, Williams, and Co.; Titania, from Tilt Cove, with 375 tons of copper ore, for H. Bath and Son: Richmond, from Carloforte, with 361 tons of zinc ore, for H. Bath and Son; Emilia, from Carloforte, with 335 tons of zinc ore, to order; William Harris, from Rotterdam, with 135 tons of pipe-clay, for Vivian and Son.

REPORT FROM NORTHUMBERLAND AND DURHAM.

SEPT. 24.—The Steam Coal Trade is, unfortunately, not brisk at present; the season is nearly over for the export trade, and matters look rather gloomy for the winter in this branch of trade. A considerable number of men have been discharged at some of the largest works, and the question of a reduction in the prices for hewing coal has been mooted. The trade has not been good for a considerable time, and it can hardly be said that this question has been hastily brought forward. If the trade remains bad, and prices continue to fall, as they have done lately—steam coal having fallen 1*s.* per ton only lately—the question of reduction of wages must, however disagreeable it may be, be grappled with. It is to be hoped that the subject will be approached in a calm and friendly spirit by both parties, and that no serious misunderstanding may take place between the masters and workmen. Although most branches of the Iron Trade are improving, and the engine and shipbuilding trades are getting brisker, yet the iron trade proper—that is, pig-iron and bar-iron—does not appear to advance in proportion, although a considerable business is done in rails, and also in angle-iron, &c. At the Cleveland meeting, at Middlesborough, on Tuesday, there was a good attendance of ironmasters and others. Pig-iron quotations remain much about the same, the official prices being—No. 1, 46*s.*; No. 3, 45*s.*; No. 4, 44*s.* Warrants are changing hands at 43*s.* 9*d.* nett cash, prompt. The stock in the Cleveland warrant stores is posted at about 72,800 tons. It is so far satisfactory that the deliveries of pigs this month are larger than they were in August. Shipments still go forward to the Continent. The bar-iron trade shows little indications of a stronger tone, although in shipbuilders' iron and plates there is a little more doing. In the bar-iron and rail trade the masters have had to refuse an increase of wages sought for by the men. The prospects, however, in these branches are more hopeful, and several large orders from the Continent are confidently looked forward to. Altogether there is not the same improvement in the order books for makers of manufactured iron in this district that the condition of the trade in other parts of the kingdom would justify us in expecting. Foundries are steadily employed, but unless fresh orders are secured ere long there will be a very appreciable slackness in this branch of the trade.

We had an opportunity a few days ago of inspecting the works of Messrs. Black, Hawthorn, and Co., engineers, of Gateshead. Great improvements have been made in these works since the present firm came into possession, and many additions have been made to the machinery. A very large lathe has been introduced, capable of dealing with the largest shafts, &c., yet forged. Among other objects of interest were some very fine winding-engines, in course of construction. One nearly finished, for a colliery in Yorkshire, is especially worthy of notice; it is on the horizontal principle, having a pair of cylinders each 36 inches in diameter, with a stroke of 6 feet. It is an excellent engine, all the details being of the most massive and substantial character, and many improvements in construction have been introduced, and especially it may be noticed that most unusual facilities are given for keeping the main bearances on the working shaft in order. Those particular improvements can hardly be explained without the aid of diagrams, but the carriage is certainly much improved in this respect—that the brasses can be adjusted after a certain amount of wear and tear in a much easier way, and more effectually, than by the old system.

PRESENTATION TO A COLLIERY ENGINEER.—On Wednesday night a meeting was held of the workmen and agents of the Shipcote Colliery, Gateshead, at the British Lion Inn. The object of the meeting was the presentation of a testimonial to Mr. T. B. Ross, the engineer at the above colliery, on the occasion of his leaving, he having obtained the appointment of engineer at the Silksworth new winning, near Sunderland. This new winning is on the property of Earl Vane, and is to be very extensive, Mr. John Daglish being the chief manager. The presentation was made by Mr. Nicholson, and consisted of a very handsome case of drawing instruments, of the best construction, made by Mr. Winter, of Newcastle. After the presentation, a most pleasant evening was spent by the party, which consisted mostly of men who have been many years at the works.

IRONMASTERS' QUARTERLY MEETING.—We are informed that the quarterly meeting of the North of England Iron, Coal, Shipbuilding, Engineering, and Foundry, and allied trades, will be held in the Assembly Rooms, Newcastle-on-Tyne, on Tuesday. Before the quarterly dinner takes place a meeting will be held, when the following papers will be read and discussed:—1. By Mr. Isaac Lowthian Bell, "On the Foreign Relations of the British Iron Trade;" and, 2. By Mr. J. Jones, Secretary to the Trade, "On the Position of the Iron Trade with respect to Technical Information." The quarterly dinner will take place afterwards, under the presidency of Mr. Edward Williams.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

SEPT. 24.—There is rather more doing at some of the iron works in Derbyshire, still business is far from what may be termed active. Some of the establishments have been kept fairly going, there having been some fair orders for girders. Rails are only in moderate request, whilst for general and special castings there has been rather more doing. The furnaces continue much the same as for some time past, so that a good deal of pig-iron is being turned out, for which a considerable quantity of Northamptonshire stone is imported, and which is now being more highly appreciated in the district than it hitherto has been. There is more doing in Coal, and a large tonnage of household qualities is being forwarded to the metropolis, the trade to which, up to a few weeks ago, was of a very moderate character for the season, and very far below the average of previous years. From the Staveley and other collieries a fair business is being done with Grimsby for exportation, and also with Birmingham and the Midland Counties in gas and other coal. To the West of England, also, there is rather more doing by the Midland Railway as far as Gloucester, particularly for the Church Gresley and Swadlincote district. The fact of so many of the local furnaces, as well as those in Northamptonshire, being in blast causes a very fair demand for coke, and which is more likely to increase than otherwise.

The Iron and Coal Trades of the southern part of Yorkshire remain without much alteration or improvement. Complaints as to the depression in several of the lighter branches of the Sheffield trades are still pretty general, whilst in some of the heavy departments the workmen are kept well going. Rails, plates, and sheets are still in good request, and nearly all the large iron works are now in full operation. Indeed, for nearly every description of railway material there are good orders on hand. Makers of Bessemer steel are also fully employed, sheets and rails being in considerable demand. Although the coal trade is decidedly better than it has been, still it is far from being so active as is usual at this season of the year. Coal-owners still complain of the quiet business being done with London, and which in a great measure they attribute to the high rate still charged by the Great Northern Railway, and which gives a very great advantage not only to the seaborne coal, but also to the Derbyshire coalowners. Mr. Watkins, the Chairman of the Manchester, Sheffield, and Lincolnshire Railway Company, recently, it is understood, brought the subject under the notice of the Great Northern directors, but the latter declined to lower their rate, but suggested that Mr. Watkins might do so on his own line. There the matter rests for the present, and is likely to remain so. The business in steam coal to Hull is not so active as it has been, the exports from there to the North of Europe having been very moderate during the past week. About an average tonnage has been forwarded to Grimsby, and several cargoes have been sent from there to the ports on the East Coast, and also to Gravesend, &c. There is little or no improvement in the trade being done with Lancashire, which for some time past has been very quiet, engine fuel being just now in most request. To Goole there is about an average business being done for shipment. There is a very good demand for coke and hard coal for furnace purposes, and which is now likely to be maintained to the close of the year. Sinking operations are being pushed forward in several parts of the South Yorkshire district, the most important being at Monk Bretton, and near to Wath, and those collieries, when completed, will be amongst the largest in the West Riding.

On Wednesday night another body was recovered from the Oaks Colliery, and identified as that of John Ward, an old man between 60 and 70 years of age. It was found in the No. 4 district, in the old man's ordinary working place. From the position in which the remains were found, there can be little doubt but what the first explosions struck down insensible the great majority of the men with lightning-like rapidity whilst at work, as some were found with their tools in their hands, not having relaxed their grasp of them when overpowered. The following facts, relative to the loss of life and recovery of the bodies, will not be without interest:—The total loss of life from the various explosions 361, of which there were got out shortly after 75, leaving in the pit 286; up to Wednesday last there were recovered 45: total now in the pit 241.

THE SOUTH YORKSHIRE MINERS' ASSOCIATION.—The great success which attended the late miners' demonstration at Sheffield has led the executive to issue the following notice throughout the entire district. The document, as showing the great change which has taken place in the mining body during the past few years, is certainly interesting:—

After making the most careful enquiry at the places of billet, and in the town of Sheffield, the committee find the inhabitants were amazed at the extent of the organisation, and speak in the highest terms of the respectability, discipline, and good conduct of its members. Mr. Jackson, the Chief Constable, has expressed himself delighted with the order of the men, and with the arrangements of the procession and meeting, and said he had not a single member locked up, nor a report to make against any party, nor had he received any complaint from any person in connection with the proceedings, which, when we take into consideration that upwards of 20,000 people were taken into Sheffield on that day (out of which 8000 joined the procession, and presented such an imposing sight as was never before seen in Sheffield, while the number of spectators to witness the proceedings was so large as to place them beyond our computation), is creditable to the members, and speaks more than can be said in their favour. Under these delightful and pleasing circumstances, the committee rejoices in being able to congratulate the whole of the members upon the success of the gathering, and to return their sincere thanks for the respectability, order, and regularity that were displayed by the members throughout the day's proceedings; and the committee earnestly recommend and impress upon the members the necessity of taking a still more lively and active interest in the welfare of this important and useful institution, and whatever may be the difficulties and grievances arising out of our employment or among ourselves, allow reason and justice to be our guide, and their fruits will be lasting and beneficial.

The annexed account of money expended during the past 12 months will show the great benefits conferred upon those members who have stood in need of its assistance, and will, it is hoped, act as an incentive to those who may not be connected with it by showing them its value and worth, and leading them to become members.

AMOUNT OF FUNDS EXPENDED DURING TWELVE MONTHS ENDING AUG. 16:—

Weekly allowance to members injured in the mines	£1,709	12	7
Weekly allowance to members sick from natural causes	1,477	15	0
Funeral allowances	582	0	0
Grants to charitable purposes	639	3	2
Weekly allowances to widows and orphans	2,526	18	6
United Trades' Alliance and Miners' National Association	936	10	0
Paid to the Gresley miners in Derbyshire	3,338	10	0
Loans to the United Trades' Alliance and other trades	740	0	0
Grants to other trades	60	0	0
Paid to men locked out	683	0	0
Paid to men on strike	135	14	9
Working expenses, including officers' wages, deputations, rent of office and meeting rooms, printing, stationery, books, local secretaries' and treasurers' salaries, and all other expenses, both local and general	1,516	4	5
Paid for weighmen's wages	2,548	13	0
Weigh books	106	14	7
Expenses of last demonstration	304	9	2
Paid by lodges for banners and regalia	305	11	3
Total	£17,810	16	5
Money in labour fund	£6,149	19	10½
Lodge funds for sickness and accidents	1,444	1	6½
Money lent	740	0	0
Total amount of funds in hand	£8,334	1	5
Increase of funds since last demonstration	£1,375	1	5

The total cost of working the Association is 1*s.* 9*d.* in 1*l.*, or 9 per cent., and this includes local secretaries' and treasurers' salaries, deputations, and committees, delegates' wages and railway fares; books, printing, stationery, advertisements, secretaries' wages, railway fares, rent of lodge rooms, and all other working expenses from one end of the district to the other, and will compare favourably with the accounts of any other trades or friendly society in the country.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

SEPT. 24.—The Preliminary Meeting of the South Staffordshire and East Worcestershire Ironmasters' Association has been held to-day, at Birmingham. Mr. J. George Barker (Chillington Company), the Chairman for the year, presided, and, as had been anticipated, there was a general agreement that, though the trade is better, there is no ground for increasing prices, and it was unanimously resolved "That the prices of iron remain the same." This decision will, it is to be hoped, put a stop to the agitation which has been promoted amongst the men for an advance of wages. In the Potteries a meeting of men was held on Saturday night, at Burslem, to urge an increase in the scale of wages. No doubt the rate at present is low, but so is the price of iron; and it would be the utmost folly to seek for any advance, with the shipping season just closing, and winter, which almost always operates prejudicially, rapidly approaching. As soon as the winter is over, the future prospects of the trade will be more positively defined; and if, as everyone hopes, the demand should continue to improve, an advance will, no doubt, take place. Since the reduction in prices and wages the workmen have been earning more than at the higher scale, because they have been better employed, and any check on the demand would be the greatest calamity to them.

At the ironmasters' meeting to-day the Chairman stated that the committee had been in communication with the various railway companies with which South Staffordshire is concerned, with a view to secure an equalisation of rates, but as yet they were not able to report any satisfactory result of their efforts.

A report of the directors of the Parkfield Iron Company (Limited), signed by Mr. Caleb Bloomer, the Chairman, states that the net profits for the eight months ended June 30 were 4870*l.*, and truly adds, that "remembering that during this period the depression in the iron trade has been unusually severe, and that a prolonged strike of nine weeks has also occurred, we congratulate you upon the result." An interim dividend at the rate of 5 per cent. per annum has been declared.

The Scotch miners now on strike are using their utmost efforts to prevent Staffordshire colliers from taking their places. Statements extensively circulated in South Staffordshire represent miners who go to Scotland as being lodged in stables, sometimes with horses, and that they get only 6*s.* a week for three days' work. If these accounts be true, they need not fear any Staffordshire men staying who go, or that they would go after hearing from their fellows what was the result of the change.

The question of the consumption of smoke in the Staffordshire Potteries has been noticed many times in this letter, and the report of Mr. Rawlinson, the inspector sent down by the Government in answer to the memorial, has now been published. It fully confirms all the statements previously made, that the Town Council of Hanley had really done nothing effective with a view to enforce the consumption of smoke, until on a memorial being presented the inspector visited the town. The practicability of the smoke of engine-furnaces being consumed, and that of pottery kilns being greatly diminished, is asserted without any hesitation, Mr. Rawlinson insisting that an intelligent, careful fireman is absolutely necessary to secure success. He noticed that most of the members of the Town Council

of Hanley are engaged in trades which produce smoke, and he intimates pretty plainly that unless the Town Council take the matter in hand in earnest the Government will.

The development of the vast mineral resources of Cannock Chase has been many times noticed in the *Mining Journal*. The Chase is an extensive plateau in the centre of Staffordshire, and extending to near Birmingham, some dozen miles or more in length. It rises abruptly from the valley of the Trent on the south side, and from that of its tributary, the Tame, on the north, and attains considerable elevation, its hills being even now, in many cases, covered with heather and bilberries, forming a picturesque oasis of wild scenery, flanked on one side by rich culture, and on the other by the smoke and din of manufacturing industry. But the heath is departing, and will soon be a thing of the past. Most of the Chase is now allotted for enclosure, whilst the miner is pushing his way far beneath the surface, and rearing his machinery on its lofty, and until lately lovely, summits. The colliery of Mr. McClean, at Chase Town, has been often described, and that gentleman, and his partners also, have provided and endowed a handsome church and schools for the workmen at their own cost. The Rugeley and Cannock Colliery Company has been very successful at the western part of the coal field, at Hednesford, and here schools, with accommodation for service, were opened some five years ago, and this week a substantial stone church has been consecrated; and that company and Mr. McClean, who has opened a colliery for Cannel coal in the district, have subscribed 1150*l.* towards an endowment and reparation fund, besides large contributions towards the cost of the building. The Marquis of Anglesey, the lord of the manor, recognising the obligations imposed on account of the additional wealth these enterprises yield him, gave five acres of land with the mines for a site, and also handsomely subscribed to the fund for the building and for the support of the clergyman. Against all the censure cast upon industrial enterprise as selfish and grasping, such facts as these may be set, and will be hard to destroy by vague and general assertions. How many of the ancient gentry have made like sacrifices?

REPORT FROM SCOTLAND.

SEPT. 23.—Some of our metal merchants were astonished to read in the *Mining Journal* the cause of the sudden fall last week in our Pig-Iron Market, and the reasons, as given by your Correspondent. The speculator, it is now well known, made a loss by the operation, as he had to buy back at a price in advance of what he sold, and was sold himself for his pains. The tendency of our market is towards an advance, but so long as Middlesborough pigs are brought into the Clyde at prices under current quotations they will have the effect of preventing any considerable advance in Scotch pigs till an increase takes place in the rates of English iron. On Monday the market improved slightly over the close of the previous week, with a fair business doing up to 53s. 8d. cash, and 53s. 11d. a month. On Tuesday the market kept steady at the same rates. To-day there was more animation in the market, and a large business was done at 53s. 10d. and 53s. 9d. cash, and 54s. a month. Closing sellers, 53s. 9d. cash, and 54s. a month; sellers, 1½d. a ton less. No. 1, g.m.b., 54s.; and No. 3, 53s. Coltness, 59s.; Gartsherrie, 58s.; Calder, 56s.; and Langloan, 55s. Three more furnaces have been put into blast, making the number in operation 119, against 110 the same week last year, leaving, of those built, 45 still out of blast. The shipments of the week from the Scotch ports are considered good, being 15,035 tons, against the slightly superior total of 15,520 tons in the corresponding week of last year. Manufactured Iron is rather quieter, and orders are not so plentiful for shipment, still the greater number of the works keep well employed. Shipbuilding Iron is not in quite so good demand, as the days are getting shorter, and out-door work is more intermittent than in the few first months of the year. There is, however, a more hopeful feeling in the trade, and with prices slowly hardening, the future wears a more cheerful aspect. Gowan, Blochairn, and the Glasgow Company have done a very good business during the past month, and so has Mossend; but the latter is, perhaps, more confined to ship and angle irons, which are said to be a little quieter than they were a few weeks ago. In nail-rod iron there has been a slightly increased demand, and also in boiler-plates, but unaccompanied by a change in prices. Brassfounders are doing a fair business, but copperworkers are quieter. Quotations as last noted.

Coals, with the change of the atmosphere, have slightly improved in best household qualities, but steam coal has undergone no change in price, and is in diminished demand. A better domestic business is springing up, which is hardening prices, and when the market takes a decided turn it is expected prices will advance one or two shillings a ton. Colliers generally are only working four days a week, and are indisposed to work more at present rates; they are soliciting their employers in various districts for an advance of 6d. a day on the present scale, and if coals were to advance they would in all likelihood have it conceded them; but then the additional advance would only suffice to please the men for a pay or two, till they were ready for another. The employers in the Wishaw, Hamilton, Baillieston, Boness, Airdrie, Larkhall, Motherwell, Slamannan, and Glasgow districts have been invited by circular to grant the advance, and a conference is to be held here on Monday next, to decide as to what is to be done on receipt of the replies of the masters. The coalmasters will yield, but the ironmasters are said to be ready to damp out their furnaces rather than give 1d. a day more.

The description and qualities of the new fire-arm, noticed by us last week, speedily caught the eye of Herr A. W. Beda, the Prussian Vice-Consul at the port of Leith, and that gentleman lost no time in writing to the inventor, Herr Bash, for specific details, with the object of at once communicating on the subject with his Government. The rifle used on the late occasion was one of small bore, but we are informed that Mr. Bash is engaged on the construction of another on the same principle, and of exactly the same bore as the Enfield, together with a new gun for cavalry use. The principle of construction, although so important, is said to be so simple that it can be adapted to a weapon which might easily be carried in the vest pocket. We understand that another trial, of a more public nature than the former one, will be arranged for an early day. Will the French Government come in second, and the British Government last, to enquire after this new weapon?

In electioneering matters in this neighbourhood the readers of the *Mining Journal* will be principally interested in the contest for the Falkirk district of Burghs, and the Kilmarnock district of Burghs. The Sir F. Halliday party, who essay to fight Mr. James Merry for the Falkirk Burghs, are making small progress, or appear to have little hope of accomplishing anything higher than their own defeat. Sir F. Halliday is unconnected with the districts, and has no ties of any kind to recommend him to the electors. Mr. Merry, on the other hand, has extensive works in all the districts, and is, consequently, specially interested in their prosperity and success. To aid works that would tend to enrich the neighbourhood, and to develope the resources of the soil, would be with him a primary consideration; while his opponent—though he might prove a "British" legislator—has no specific interest in the burghs. He might as well seek to represent Timbuctoo, or the Dead Sea, in the British Parliament as the Falkirk Burghs, for any interest he can have in their welfare.

With regard to the Kilmarnock Burghs, the colliers have started their secretary, Mr. Alex. McDonald, against Mr. Bouverie, M.P., and the former gentleman was rash enough to positively accept of the nomination, and address the electors. There is something so exceedingly Hudibrastic in our Secretary's prompt acceptance of his nomination as a candidate for the representation of these burghs in Parliament, that—

"Some take him for a tool
That knaves do work with, called a fool!"

"Mr. Alexander McDonald (says a local contemporary) comes forward as the promoter of a working man's Elysium, graphically pourtrayed in the lines—

'Eight hours to work, | Eight hours to sleep,
Eight hours to play, | And eight shillings a day.'

But Mr. McDonald's candidature appears to be looked upon as a practical joke, and his Elysium as a 'fool's paradise,' by the great mass of the working class electors in the associated burghs. We have no doubt, however, that the man himself has vanity enough to be in earnest."

Mr. Edwin Chadwick is also wooing these same burghs, so that it is hardly possible to suppose that Mr. Alexander McDonald will succeed in polling more than is represented by a handful of colliers, under the influence of a dose of wild poteen.

We regret to notice the apprehension of F. P. Denovan, of Grangemouth, shipping agent for Dixon's Trustees (of the Calder Iron Works), on a charge of theft, breach of trust, embezzlement, &c. In July last, when stock was taken by the Calder Company, a deficiency was found to exist in Mr. Denovan's accounts amounting to about 1500*l.* Since then, circumstances have occurred which, connected with the former discrepancy, induced a thorough investigation into the matter, and the result was the apprehension of Mr. Denovan. Mr. Denovan was held in high esteem, occupied a respectable position, and was for a number of years Vice-Consul for Mecklenburg.

Our shipbuilders continue to contribute weekly to the increase of our merchant navy. Since my last a fine screw-steamer, named the Spartan, has been launched for Messrs. Spartali and Co., of London, for the London and Mediterranean trade. She measures 272 ft., is 31½ ft. in breadth, and has a depth of 20 ft. A very fine composite ship was also launched by another builder for Messrs. Sandbach, Tinne, and Co., of Liverpool, named the St. Kilda. She is of 950 tons, A 1 at Lloyd's for 17 years, and is to be engaged in the Eastern trade.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the BOSWORTHEN AND PENZANCE CONSOLS UNITED MINING COMPANY (LIMITED).—TO BE SOLD, under the direction of the Registrar of the said Court, by PUBLIC AUCTION, on Wednesday, the 7th day of October next, at Twelve o'clock at noon, at the Bosworthen and Penzance Consols United Mines, in the parish of Sancreed, within the said Stannaries, either together or in lots, the undermentioned

MINING MACHINERY AND MATERIALS, viz.:—

ONE 33 in. PUMPING and STAMPING ENGINE, with BOILER, about 7 tons; 4 fms. 8 in. pumps, 11 9 ft. 8 in. ditto, 8 9 ft. 5 in. ditto, 3 9 ft. 8 in. ditto, 1 9 ft. 5 in. ditto, 1 6 ft. 5 in. ditto, 1 6 in. plunger pole, stuffing box and gland, 1 plunger working, H and top doorpiece and turn pipe, 30 fms. 8 in. wood main rods, 20 fathoms 7 in. ditto, with strapping plates, bolts, and bars complete, 1 8 ft. 6 in. windbore, 2 9 ft. 6 in. ditto, 1 6 ft. 6 in. ditto, 40 fms. wood stave ladders, 30 fms. iron stave ditto, 1 1 arm capstan, 50 fms. capstan chain, iron balance bob, 30 fms. 6 in. bucket lift complete, 10 fms. 1½ in. bucket rods, 2 1½ in. ditto, 1 horse whim and shaft tackle, 70 fms. ⅜ in. whim chain, 220 fms. 1¾ in. iron rods, 1 11 ft. 5 in. working barrel, 1 10 ft. 6 in. ditto, 1 7 ft. 10 in. ditto, 1 7½ ft. 5½ in. ditto, 2 9 ft. 6 in. windbores, 1 6 ft. 6 in. ditto, 1 in. clack seat piece, 1 6 ft. 5 in. ditto, pair of yokes and chain, 1 3 ft. 8 in. matching, 1½ cwt. powder fuse, timber, several fathoms of old rope, blocks, lifting screw, screw stock complete, smiths' and miners' tools, account house and office furniture, and a variety of other articles and effects in general use in mines.

The above may be inspected on application to Mr. WILLIAM PROWSE, in charge thereof.

HODGE, HOCKIN, AND MARRACK, Truro
(Agents for E. S. Boyns, solicitor, Penzance).

Dated Truro, Sept. 23d, 1868.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN RE WEST ROSE DOWN MINE.

TO BE SOLD, pursuant to an Order made in the Cause of Harding *v.* Smith and Another, dated the 27th day of June, 1868, at the Registrar's Office, at Truro, on Wednesday, the 30th day of September instant, at One o'clock in the afternoon, the—

1 (838th) PART or SHARE of the defendant, Charles Smith; and the
2 (838th) PARTS or SHARES of the defendant, C. Titherley, Jun.,

Of and in the said MINE.

JOSEPH ROBERTS, Truro
(Agent for Messrs. R. W. Childs and Batten, Plaintiff's Solicitors, 25, Coleman-street, London).

Dated Registrar's Office, Truro, 24th September, 1868.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN RE SOUTH WHEAL SETON MINE.

TO BE SOLD, pursuant to an Order made in the Cause of Matthews *v.* Froom, dated the 14th day of August, 1868, at the Registrar's Office, at Truro, on Wednesday, the 7th day of October next, at One o'clock in the afternoon, the—

3 (374ths) PARTS or SHARES of the defendant,

Of and in the said MINE.

JOSEPH ROBERTS, Truro, Plaintiff's Solicitor.

Dated Registrar's Office, Truro, 21st September, 1868.

EAST WHEAL AGAR MINE,
PARISH OF ST. CLEER, NEAR LISKEARD.

MR. CHARLES E. PEARSE (Auctioneer and Valuer, Bodmin) is favoured with instructions to SELL, BY AUCTION, on Tuesday, the 6th of October, 1868, at Twelve o'clock at noon, on the mine, the excellent ROTARY STEAM ENGINE, and MATERIALS thereon; also the account-house furniture.

For further particulars, or for catalogues, apply to the agents on the mine; or to the Auctioneer, at Bodmin.

DERBYSHIRE.

VALUABLE COAL MINES AT CHURCH GRESLEY, DERBYSHIRE.

MR. LEEDAM WILL SELL, BY AUCTION, at the Three Queens Hotel, in Burton-on-Trent, in the County of Stafford, on Thursday, the 15th day of October, 1868, at Five o'clock in the evening, subject to conditions of sale then to be produced:—

The valuable SEAMS of COAL underlying part of the estate of the late JAMES HANSON, Esq., of Cadley Hill, in the County of Derby, viz.:—

No. on Plan.	Description.	A.	R.	P.
27	Cart Hovel	6	1	24
28	Crab Tree Flat	7	2	27
29	Priest Butts	6	3	25
30	Brown's Flat	3	3	12
31	Near Kid's Field	10	0	31
32	Far Kid's Field	9	1	18
33	Peace's Kid's	8	2	24
34	Keeper's House and Garden	0	0	23
35	Kid's Wood	4	3	9
	Total	57	3	33

The property is bounded by land belonging to Lord Teignmouth, Sir Thomas Gresley, Bart., Hugh Brookes, Esq., Morris Piddocke, Esq., John Richardson, Esq., and others, and adjoins the extensive collieries of Messrs. Hall and Boardman.

The following well-known SEAMS of COAL have been proved in the immediate neighbourhood:—

The Little Coal	about	5 ft.	0 in. thick.
The Nether or Main Coal	"	11	0 "
The Woodfield Little Coal	"	5	0 "
Woodfield Coal	"	5	0 "
Stockings Coal	"	5	0 "
Eureka	"	4	8 "
Stanhope	"	4	7 "
Silkstone	"	2	9 "
Kilburn	"	4	6 "

This desirable mineral estate is almost surrounded by good roads, and is within five miles of Burton-on-Trent, six from Ashby, half-a-mile from the Gresley Station, on the Leicester and Burton lines of the Midland Railway, and one miles from the station on the Swadlincote Branch.

Plans and particulars are being prepared, and may be obtained from Mr. SPOONER, land agent, Burton-on-Trent; Mr. WILLIAM SOUTHALL, land agent, Derby; or from Messrs. BASS and JENNINGS, solicitors, Burton-on-Trent.

Sept. 18, 1868.

Companies Act, 1862.

RE GRONANT MINE COMPANY (LIMITED).

GRONANT SILVER-LEAD MINE,

Situate in the parish of LLANASA, in the county of FLINT, two miles from the Prestatyn Station on the Chester and Holyhead Railway.

MR. BELL has received instructions to OFFER FOR SALE, BY PUBLIC AUCTION, at the company's office in Gronant, in the parish of Llanasa, county of Flint, on Thursday, the 15th day of October, 1868, at Three o'clock in the afternoon,

The company's interest in the several LEASES, AGREEMENTS, and TACK NOTES of the MINERALS under the lands in the parish of LLANASA, therein specified, together with the ENGINES, MACHINERY, ROPES, TACKLE, LADDERS, MATERIALS, &c., now on or belonging to the Mine.

The minerals are held under leases granted from Sir PYERS MOSTYN, Bart., the Rev. J. B. H. BROWN, and BALDWIN LLOYD, Esq., at moderate royalties, and extend from east to west about a mile and a quarter, and nearly the same length from north to south.

The MACHINERY comprises a 60 in. high-pressure expansive condensing ENGINE, with TWO BOILERS and PITWORK of the most approved character; THREE other excellent ENGINES, with BOILERS, one for pumping, the others for winding; CRUSHING MILLS, WHIMS, LADDERS, DRESSING FLOORS, and all other requirements, and all in most complete order.

Catalogues are now in preparation, and will in a few days be ready for delivery.

For further particulars, apply to Mr. JOHN S. BLEASE, the Official Liquidator, Commerce-chambers, Lord-street, Liverpool; Mr. WILLIAMSON, Solicitor; or Mr. BELL, Auctioneer, Holywell.

SLATE AND SLAB QUARRY TO BE LET.—A PRODUCTIVE SLATE AND SLAB QUARRY will be LET to WORK for a TERM OF YEARS, with OPTION OF PURCHASE, for a reasonable price.

The quarry is situated on the side of a hill, and opened in extensive galleries, within 2½ miles to a railway station, and the same distance to a canal, and possesses a great advantage of carriage over other quarries for the English markets.

During the last few years hundreds of tons of good marketable slates have been made, and great numbers were sent to London, Birmingham, and other large towns.

For further particulars, address "No. 2590," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

TUESDAY, 29th SEPTEMBER, 1868.
One o'clock Afternoon.

At WENTWORTH CONSOLS MINE,
Five Miles North of Truro, Cornwall.

FOR SALE, without reserve, to close the accounts, a 30-inch PUMPING ENGINE, bright gear work.
7 ton BOILER, and a few sundries.
Any further particulars, apply to Mr. J. BURGESS, the Auctioneer, Land and Machinery Valuer, Barncoose Farm, Redruth, Cornwall.

TUESDAY, 29th SEPTEMBER, 1868.
Twelve o'clock Noon.

At MINERAL BOTTOM MINE,
Five Miles North of Truro, Cornwall.

FOR SALE, without reserve, to close the accounts, a 72-inch ENGINE, bright gear work, 10 feet stroke.
10 arm CAPSTAN, oak axle.
CAST IRON CENTRE FOOT and TOP BLOCKS.
Any further particulars, apply to Mr. J. BURGESS, the Auctioneer, Land and Machinery Valuer, Barncoose Farm, Redruth.

MINES IN IRELAND.

TO BE SOLD, the LEASES of TWO VALUABLE COPPER MINES, in the county of CORK, both containing parallel lodes with those of the celebrated BEREHAVEN MINES; also the LEASE of a VALUABLE LEAD MINE, in all of which considerable workings have been executed, and are eligible investments for either private enterprise or public companies.
Apply for further particulars to—
R. HODGSON SMYTH AND CO.,
MINERAL ESTATE AGENCY OFFICES,
No. 22, WESTMORELAND STREET, DUBLIN.

NORTH WALES—QUEEN'S FERRY, FLINT.
CLOSE TO THE RAILWAY.

TO BE SOLD OR LET, DESIRABLE FREEHOLD MANUFACTURING PREMISES, with ENGINE-POWER and LAND.—A plot of about one acre, with substantial factories, engine-house chimneys, stable, outbuildings, and sheds, suitable for any manufacturing purpose. ENGINE of most recent construction, and BOILER nearly new.
For further particulars, apply to JOHN TEMPLE, 32, Redcross-street, Liverpool.

IRONWORKS TO BE LET.

TO BE LET, with immediate possession, on LEASE, or otherwise, with option of purchase, the EXTENSIVE WORKS, lately the property of the

LIVERPOOL AND GARSTON STEEL AND IRON COMPANY

(LIMITED), situated at GARSTON DOCKS, near LIVERPOOL, in direct communication, by rail and River Mersey, with all parts of the kingdom.

These WORKS stand upon Nine Acres of Land, enclosed, of which the greater part is covered, and comprise PLATE MILL, large BEAM and BAR MILL, MERCHANT MILL, SHEET MILL, small MERCHANT GUIDE and HOOP MILL, FORGE, TWENTY-SEVEN PUDDLING MILL and BALL FURNACES, FOURTEEN BOILERS, TWO DONKEY ENGINES, TWO powerful coupled horizontal and TWO vertical ENGINES, driving various trains of rolls; reverse gearing; guillotine, bar, and cropping SHEARS (each with engine); chimney 150 feet high, with flues all made thereto. The above are all covered by five spans of substantial slated, wood, and iron roofing.

There are also two bull-dog kilns, mortar mill in shed, tank-house, supporting a large cast-iron tank (into which water is pumped from a well to supply the whole water service), and containing pumping and blowing engines, the latter blowing refinery and charcoal furnace (these engines supplied from a large double-flued boiler), extensive mechanics' and smiths' shops, fitted and supplied with vertical engine and boiler, storehouses, stables, and offices, forming a handsome frontage in King-street. Drainage perfect.

The greater portion of the machinery, plant, and buildings is entirely new, and the remainder has only been a short time in work, and it is all of the newest and best construction, capable of turning out easily 600 tons per week.

Railways laid through all parts of the works.

A good stock of puddled bars (old rails, &c.) on the ground, which may be taken at a valuation.

Apply to BATESON, ROBINSON, and MORRIS, Solicitors, Castle-street, Liverpool.

TO BE LET, THE ANTIMONY MINES OF GLENDINNING, near LANGHOLM, the property of Sir FREDERIC JOHN WILLIAM JOHNSTONE, of Westerhall, Baronet. The works have not been in operation since 1799, but they have just been carefully reopened, and now are in order for examination by parties desirous to carry them on; the distance is about twelve miles from Langholm Station of the North British Railway, which gives ready access to London, Liverpool, and other markets. Canonbie Colliery is on the line of railway, where the price of coal is moderate, or it can be had at Langholm Station at nearly as moderate a price as at the coal pit.

Specimens of the ore will be seen at the mines, and information afforded on application to THOMAS C. BORTHWICK, Esq., Hopsrig, by Langholm; or Messrs. CAMPBELL, ESPIE, and BELL, W.S., 6, Rutland-square, Edinburgh; or Messrs. JOHN and G. H. GEDDES, Mining Engineers, 9, Melville-crescent, Edinburgh.

MINING INSTRUMENTS.

JOHN DAVIS,
MANUFACTURER OF MINING AND SURVEYING INSTRUMENTS,
DERBY.
MAKER (by appointment) of HEDLEY'S DIALS.
Price List on application.
STERNE'S PATENT PNEUMATIC SPRINGS FOR COAL CAGES.
Price £8 10s. per set of four.

ESTABLISHED 1847.

H. STATHAM AND COMPANY,
MANUFACTURERS OF EVERY DESCRIPTION OF
INDIA RUBBER AND GUTTA PERCHA VALVES, &c.,
WASHERS, BUFFERS, HOSE PIPES, TUBING,
STEAM PACKING, BELTING,
BLASTING TUBE FOR NITRO-GLYCERINE POWDER,
AIR AND WATER PROOF ARTICLES.
To proprietors of mines, quarries, mills, railway and steamboat companies, and all large consumers, most advantageous terms are offered.
ANY ARTICLE MADE TO SKETCH OR PATTERN.
PRICE LISTS AND SAMPLES ON APPLICATION,
11, CORPORATION STREET, MANCHESTER;
IRWELL WORKS, SALFORD.

TO MANUFACTURERS OF YELLOW METAL, MERCHANTS, AND OTHERS.
CAUTION.

WHEREAS, it has recently come to the knowledge of the directors of ELLIOTT'S PATENT SHEATHING AND METAL COMPANY (LIMITED) that quantities of YELLOW METAL made by other Manufacturers have been exported to India and elsewhere, bearing a FRAUDULENT IMITATION of the exclusive BRAND or TRADE MARK of the company for Metal of that description—namely, a representation of a Rupee, with or without the word "soft" printed thereunder,

NOTICE IS HEREBY GIVEN, that in case any manufacturer, or other person, shall STAMP, IMPRESS, or AFFIX to or on any YELLOW METAL not made by the said company, the said BRAND or TRADE MARK, or any colourable imitation thereof,—or in case any merchant or other person shall EXPORT or SELL any such Yellow Metal so marked as aforesaid,—PROCEEDINGS will forthwith be COMMENCED against such manufacturer, merchant, or other persons, to RESTRAIN him or them from such wrongful acts as aforesaid, and RECOVER DAMAGES in respect thereof.

RYLAND AND MARTINEAU, Solicitors to the said Company.
Birmingham, August, 1868.

ENGINES AND BOILERS FOR SALE.

MESSRS. NICHOLLS, MATHEWS, AND CO. have FOR SALE ENGINES of VARIOUS SORTS and SIZES, AND SEVERAL GOOD TEN TON BOILERS. All are in excellent condition, and well worthy the attention of purchasers.

Full particulars may be obtained by applying to Messrs. NICHOLLS, MATHEWS and Co., Tavistock Foundry, Tavistock.

FOR SALE,—A FIRST-CLASS SECONDHAND 8-horse power PORTABLE STEAM-ENGINE, of recent construction, by eminent makers.

NEW PORTABLE STEAM-ENGINES, from 5 to 25-horse power, of the highest order, on advantageous terms. Prize Medals awarded—Hamburg, 1863; Paris, 1867.

Apply to BARROWS and STEWART (late Barrows and Carmichael), Engineers, Banbury.

STEAM-BOILERS made by WILLIAM WILSON, LILYBANK BOILER WORKS, GLASGOW, on the most improved principles, for home and export. All boilers made of the best material and workmanship, proved and warranted tight under a high pressure, and delivered at any railway station or shipping port in the kingdom at moderate rates. Lithograph of boilers forwarded post-free on application.

ASSAY OFFICE AND LABORATORY,
No. 2, CROWN CHAMBERS, CROWN COURT,
THREADNEEDLE STREET,
CONDUCTED BY W. T. RICKARD, F.C.S., &c.
(Late MITCHELL and RICKARD).
Assays and analyses of every description of mineral and other substances manures, &c.
Gentlemen going abroad for mining purposes instructed in assaying, and the most improved methods of reducing gold, silver, and other metals.
MINING PROPERTIES INSPECTED AND REPORTED ON.

RAILWAY WAGON WORKS, BARNSLEY.

MESSRS. G. W. AND T. CRAIK
ARE PREPARED TO
SUPPLY COAL AND COKE WAGONS
OF EVERY DESCRIPTION,
Either for cash, or by deferred payments through wagon-leasing companies.

WAGONS PROMPTLY REPAIRED.

COAL WAGONS.

RAILWAY WAGONS, capable of CARRYING SIX TONS OF COAL, TO BE LET by the MONTH or YEAR, upon favourable terms. Address, B Box, Post-Office, Hereford.

LOCOMOTIVE TANK ENGINES FOR MINES AND COLLIERIES.

HENRY HUGHES AND CO.,
FALCON WORKS, LOUGHBOROUGH,
Have ALWAYS in PROGRESS, and can SUPPLY at short notice,
TANK ENGINES
To suit any gauge of railway and gradients from 1 in 16.

THE BEVERLEY IRON AND WAGON COMPANY
(LIMITED),

MANUFACTURERS OF RAILWAY WAGONS, WHEELS AXLES, LORRYS, CARTS, WOOD WHEELS, &c., IRONWORKS, BEVERLEY, YORKSHIRE.

ESTABLISHED MORE THAN HALF A CENTURY.

THE TAVISTOCK FOUNDRY, IRONWORKS, AND HAMMER MILLS,

which have been carried on for more than half a century by
MESSRS. GILL AND CO.,
and obtained a
HIGH REPUTATION FOR
SHOVELS AND OTHER TOOLS
as well as for
ENGINEERING AND FOUNDRY WORK,
have been purchased by
MESSRS. NICHOLLS, MATHEWS, AND CO.,
BEDFORD IRONWORKS, TAVISTOCK.

For thirty years Messrs. NICHOLLS, MATHEWS, and Co., have been the proprietors of the latter works, but are now about to remove to the
TAVISTOCK FOUNDRY,
where, having the advantage of a never-failing stream of water of upwards of 200-horse power, they will have increased facilities for speedily and satisfactorily executing all orders entrusted to them.

Address,—
MESSRS. NICHOLLS, MATHEWS, AND CO.,
TAVISTOCK FOUNDRY, TAVISTOCK.

EMIGRATION TO VENEZUELA.

THE GOVERNMENT OF VENEZUELA have GRANTED a CONCESSION of an IMMENSE TERRITORY in GUAYANA, the most fertile and healthy province of Venezuela, for the purpose of COLONIZATION by the settlement of Emigrants from the Southern States of North America and from Great Britain.

For further particulars, see "THE EMIGRANT'S VADE MECUM, OR GUIDE TO THE 'PRICE GRANT' IN VENEZUELAN GUAYANA."

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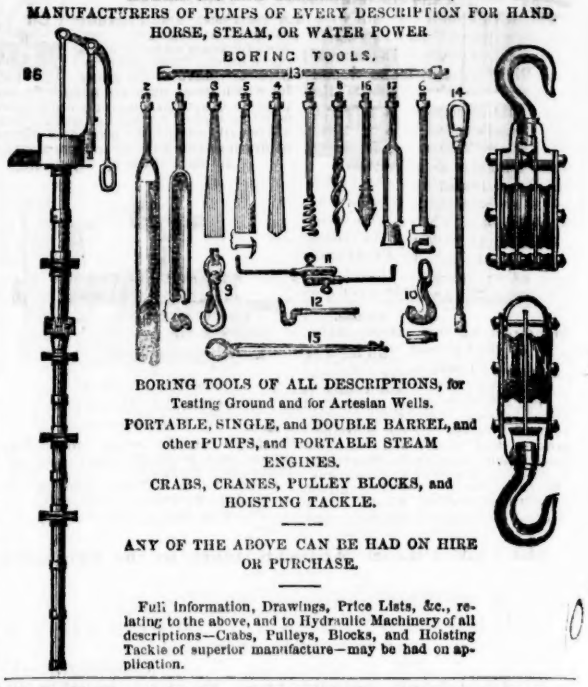

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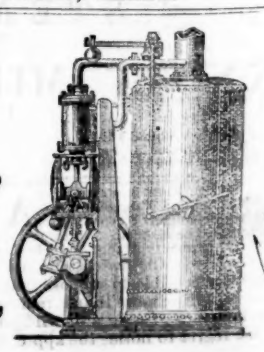

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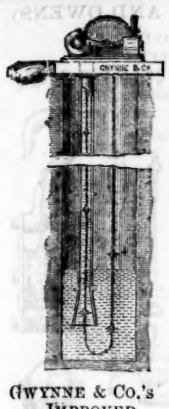

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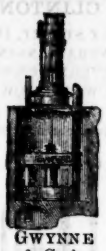

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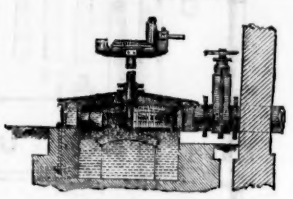

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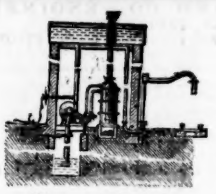

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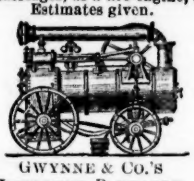

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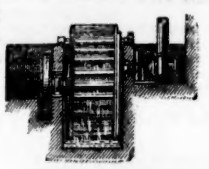

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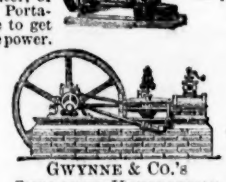

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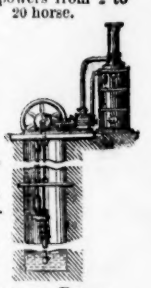

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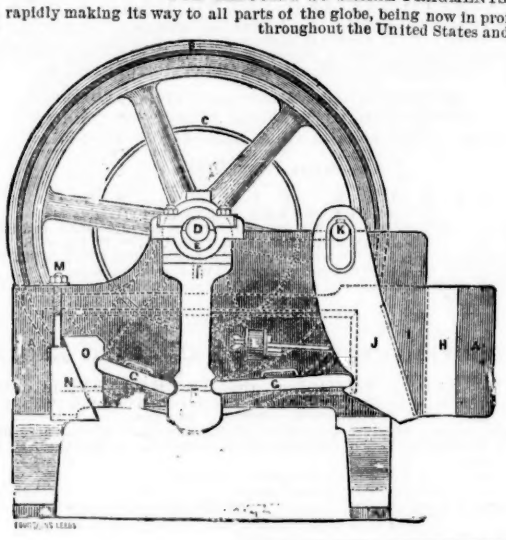

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BLAKE'S PATENT STONE BREAKER,
In Chancery.
BLAKE v. ARCHER, NOVEMBER 12, 1867.

His Honour the Vice-Chancellor WOOD having found a VERDICT in FAVOUR of the PLAINTIFFS in the above Cause, establishing the VALIDITY of BLAKE'S PATENT, and made a DECREE for an INJUNCTION to RESTRAIN the DEFENDANTS, Messrs. THOMAS ARCHER and SON, of Dunston Engine-Works, near Gateshead-on-Tyne, from INFRINGING such PATENT, and ordering them to pay to the Plaintiffs the costs of the Suit.

ALL PERSONS are hereby CAUTIONED against MANUFACTURING, SELLING, or USING any STONE BREAKERS similar to BLAKE'S, which have not been manufactured by the Plaintiffs. Application will forthwith be made to the Court of Chancery for INJUNCTIONS AGAINST ALL PERSONS who may be found INFRINGING BLAKE'S PATENT after this notice.

SOLE MAKER IN ENGLAND,
H. R. MARSDEN, SOHO FOUNDRY, MEADOW LANE, LEEDS. 117

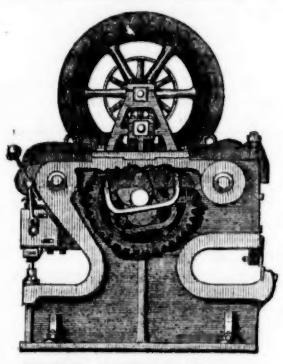
ISAAC STOREY AND SON,
MAKERS OF
DOMES AND OTHER FITTINGS FOR LOCOMOTIVE ENGINES,
STILLS, PANS, AND GENERAL COPPER WORK,
IMPROVED WATER GAUGES, BLOW-OFF COCKS, SAFETY VALVES, FUSIBLE PLUGS, &c.,
As recommended by the Steam-Boiler Associations.
GENERAL STEAM WORK, WHEEL VALVES, SLUICE VALVES, COCKS, &c.
IMPROVED GAS VALVES,
BABBITT'S AND FENTON'S PATENT ANTI-FRICTION METALS,
Wholesale Agents for Bourdon's, Schæffer's, and other good Makers of
STEAM AND VACUUM GAUGES;
Richards's, M'Naught's, and Hopkinson's
STEAM ENGINE INDICATORS.
Wrought Iron Tubes and Fittings for Steam and Gas Work.

KNOTT MILL BRASS AND COPPER WORKS,
AND AT 24, DEANSGATE, NEAR THE EXCHANGE.
LITTLE PETER STREET
MANCHESTER. 118
Illustrated Lists on application.

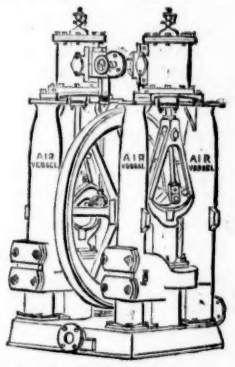
PATENT FLEXIBLE TUBING,
AND BRATTICE CLOTH FOR MINES
MANUFACTURED BY
ELLIS LEVER, 119
WEST GORTON WORKS, MANCHESTER.

BICKFORD'S PATENT SAFETY FUSE
Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXPOSITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; and at the "UNIVERSAL EXPOSITION," in Paris, 1867.

BICKFORD, SMITH, AND CO., of TUCKINGMILL, CORNWALL, MANUFACTURERS of PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL of FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK. 121



JOHN CAMERON'S
PATENT DOUBLE CAM LEVER PUNCHING and SHEARING MACHINE,
1¼ × 1¼ in. × 24 in.—8 tons, £185.
WORKS, EGERTON STREET, HULME, MANCHESTER.



JOHN CAMERON'S
STEAM PUMPS
From 2 to 12 in. diameter,
SINGLE AND DOUBLE-ACTING
WORKS, EGERTON STREET, HULME, MANCHESTER. 122

THOMAS TURTON AND SONS,
MANUFACTURERS OF

CAST STEEL for PUNCHES, TAPS, and DIES, TURNING TOOLS, CHISELS, &c.
CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS and FORGINGS of EVERY DESCRIPTION. 123

DOUBLE SHEAR STEEL	FILES MARKED
BLISTER STEEL,	T. TURTON
SPRING STEEL,	EDGE TOOLS MARKED
GERMAN STEEL,	WM. GREAVES & SON

Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.
SHEAF WORKS AND SPRING WORKS, SHEFFIELD.
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Where the largest stock of steel, files, tools, &c., may be selected from.

SIX POUNDS PER WEEK
While laid up by injury, and
ONE THOUSAND POUNDS IN CASE OF DEATH CAUSED BY ACCIDENT OF ANY KIND,
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TO THE
RAILWAY PASSENGERS' ASSURANCE COMPANY.
RAILWAY ACCIDENTS ALONE
May also be provided against by insurance tickets for single or double journies
For particulars, apply to the Clerks at the Railway Stations, to the Local Agents, or at the
OFFICES,—64, CORNHILL, and 10, REGENT STREET, LONDON.
W. J. VIAN, Sec. 124

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764.)
Published every Saturday, price 2d., or quarterly 2s. 2d.
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Published every morning. Price 1d.
Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 195, High-street, Sunderland. 125

ELECTRICITY IS LIFE.
CURE YOURSELF BY THE PATENT SELF-ADJUSTING CURATIVE AND ELECTRIC BELT.—Sufferers from spermatorrhœa, nervous debility, painful dreams, &c., can now cure themselves by the only guaranteed remedy in Europe, protected by Her Majesty's great seal. Free for one stamp by H. JAMES, Esq., Percy House, Bedford-square, London.
N. B.—MEDICINE AND FEES SUPERSEDED.
Reference to the leading Physicians of the day.
A TEST GRATIS. SEND FOR DETAILS. 126

CONSULT DR. HAMMOND (of the LOCK HOSPITAL, &c.), No. 11, Charlotte-street, Bedford-square, London, W.C., in all those ailments which tend to embitter and shorten life, and especially those termed PECULIAR and CONFIDENTIAL. At home, Nine to Two, and Three to Eight; Sundays, Ten to Twelve. The "Self-Curative Guide" post free, two stamps.
N.B.—CASES OF RECENT INFECTION CURED IN TWO DAYS.
LETTERS RECEIVE PROMPT ATTENTION. 127

Just published, post free for two stamps.
DR. WATSON (of the LOCK HOSPITAL), F.R.A.S., Member of the College of Physicians and Surgeons, on the SELF-CURE of NERVOUS and PHYSICAL DEBILITY, Lowness of Spirits, Loss of Appetite, Timidity, Incapacity for Exertion, &c., with means for perfect restoration. Free for 2 stamps by Dr. WATSON, No. 1, South-crescent, Bedford-square, London. Consultations daily from 11 till 3, and 6 till 8; Sundays, 10 till 1. 128

Just published, post free for one stamp,
WONDERFUL MEDICAL DISCOVERY, showing the true causes of Nervous, Mental, and Physical Debility, lowness of Spirits, Indigestion, Want of Energy, Premature Decline, with plain directions for perfect restoration to health and vigour in a few days,
WITHOUT MEDICINE.
Sent free on receipt of one stamp, by W. HILL, Esq., M.A., Berkeley House South-crescent, Russell-square, London, W.C 129

WEST END STOCK, SHARE, AND INVESTMENT AGENCY.

INVESTMENTS in PUBLIC SECURITIES effected on the most advantageous terms.
LOANS GRANTED on marketable stocks and shares.
EXCHANGES of STOCKS and SHARES NEGOCIATED.
This agency affords West End operators facilities hitherto to be had only in the City. F. LIMMER, Secretary.
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FOR SALE:—
40 Agar, 16s.
50 Grenville (call paid), £1 4s. 9d.
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50 New Clifford.
5 Herodsfoot, £41.
60 Lovell Consols.
15 Chiverton, £3 2s. 6d.
20 Chiv. Moor, £6 10s.
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90 East Rosewarne, 2s 6d
25 East Lovell, £6 15s.
30 E. Grenville, £2 8s 9d
45 East Carn Brea, 4s 9d
10 Great Laxey, £18 5s.
45 G. No. Downs, £1 18s.
50 Gt. South Chiverton.
10 Great Vor, £11 15s.
15 Marke Valley, £7 5s.
60 No. Treskerby, 8s. 6d.
20 North Crofty, £1 6s.
100 Condurrow, 6s.
5 Tincroft, £13.
10 West Caradon, £2½.
5 West Chiverton, £61½
50 W. Gt. Work, £1 16s.
80 Tamar Valley.
50 Brynpostig (immediate delivery), £1¾
3 Wheal Seton, £48 10s.

TAMAR VALLEY SILVER-LEAD MINE.—These shares are being enquired for, and there is every probability of a good rise. We have lately had the mine inspected, and have the utmost confidence in the success of the undertaking. Any of our clients desiring an interest should at once communicate with us.

Royal School of Mines, Jermyn-street.

NOTICE.—ROYAL SCHOOL OF MINES, JERMYN STREET, LONDON.
The SESSION will BEGIN on MONDAY, the 5th of OCTOBER. Prospectuses may be had on application. TRENHAM REEKS, Registrar.

King's College, London.

LECTURES on MINERALOGY and GEOLOGY at KING'S COLLEGE, LONDON, are given on Wednesday and Friday mornings, from Nine to Ten o'clock, by PROF. TENNANT, F.G.S. Those on MINERALOGY begin on the 9th October, and terminate at Christmas: fee, £2 2s. Those on GEOLOGY commence in January, and continue till June. A shorter course of LECTURES on MINERALOGY and GEOLOGY is delivered to Evening Classes, from Eight till Nine. These begin on the 15th October, and terminate at Easter: fee, £1 11s. 6d. Mr. TENNANT accompanies his students to the public museums and to places of geological interest in the country: he gives PRIVATE INSTRUCTION at 149, STRAND, W.C.

Bristol Mining School.

THE COURSE OF INSTRUCTION embraces MATHEMATICS, THEORETICAL and APPLIED MECHANICS, EXPERIMENTAL PHYSICS, DESCRIPTIVE GEOMETRY, MACHINE DRAWING, BUILDING CONSTRUCTION, CHEMISTRY, GEOLOGY, and MINING.
Surveying and Levelling are studied in the field and mine, the pupils plotting from their own work.
For further particulars, apply to the Head Master.

THE SWEDISH SULPHUR ORE COMPANY (LIMITED).

Capital £20,000, with power to increase.

In 4000 shares of £5 each, divided into 2000 A shares and 2000 B shares.

£1 per share to be paid on application, £1 10s. on allotment, with the option of paying up in full at a rebate of £5 per cent. per annum on the remaining £2 10s.

No call to be made at less intervals than three months, and no call to exceed in amount £1 per share.

The B shares will be issued to the vendor in part payment for the property, but will not be entitled to dividend until after 10 per cent. in each year has been paid on the A shares, and the A shares will continue a Preference Stock until the whole capital of the A shareholders has been repaid in dividends, after which the distinction ceases.

BANKERS.
MESSRS. DIMSDALE, FOWLER, & BARNARD, 50, CORNHILL, LONDON.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of purchasing and working the valuable deposits of sulphur ore situated at Melby, near Stockholm, Sweden, and of other deposits of a like nature, as may from time to time be found desirable, and for other purposes incident thereto.

The ore has been assayed by Messrs. Johnson and Son, assayers to the Bank of England, Royal Mint, &c., and also by Professor Wretman, assayer to the Royal Mint, Stockholm, and by other eminent men, and the results have proved it to contain the largest percentage of sulphur yet discovered, and free from arsenic. Competent mining engineers have reported the quantity practically inexhaustible, the yield of the mine being only limited by the energy displayed in working the property.

The agreement of purchase is made between Mr. William Pickford, of the one part, and Mr. William A. Browne, of the other part, dated July 20, 1868. The lease under which the mines are held is dated July 6, 1867, and can be inspected at the office of the company's solicitors.

Full prospectuses, reports, and all other information can be obtained of the secretary, at the offices of the company, 148½, Fenchurch-street, E.C., London, or of the bankers of the company.

THE SWEDISH SULPHUR ORE COMPANY (LIMITED).

Notice is hereby given, that the SHARE LIST of this company will be CLOSED on SATURDAY next, the 3d October, before which date all applications must be made. By order,
148½, Fenchurch-street, E.C. W. A. BROWNE, Secretary.

WEST ST. IVES CONSOLIDATED TIN MINING COMPANY (LIMITED).

Capital £10,000, in 10,000 shares of £1 each.

Deposit, 5s. per share on application, 5s. on allotment, 5s. in three months, and 5s. in six months after allotment.

Shares may be paid up in full, and 5 per cent. interest will be allowed on calls paid in advance. Share warrants for fully paid-up shares will be issued, payable to bearer, which will pass from hand to hand without transfer. According to the Companies Act, 1867, the names of the holders of such warrant shares need not be registered.

If no allotment be made, the deposit money will be returned in full.

DIRECTORS.
WM. ALDRED, Esq. (Messrs. Aldred and Maynes, Machinists), Manchester.
JACOB HARRISON, Esq., 2, De Grey Terrace, Leeds (Chairman of the Yorkshire Lead Mining Company).
BENJAMIN MORTON, Esq., Manufacturer, Linthwaite, near Huddersfield.
JAMES ROBERTS, Esq., Surgeon, Golcar, near Huddersfield.
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AUDITOR.
MR. J. A. BURNE, Accountant, 57, Princess-street, Manchester.

MANAGING CAPTAIN—Capt. JOHN NANCARROW.
PURSER—J. M. KERNICK, Esq., J.P., St. Ives.
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MESSRS. HANNAM AND CO., of 449, STRAND, LONDON; and ROYAL INSURANCE BUILDINGS, MANCHESTER, beg to recommend the above undertaking to the notice of their clients and others.
Full particulars can be had on application to either of their offices.

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OFFICES,—WATERLOO STREET, BIRMINGHAM.
CAPITAL,—HALF A MILLION,
Reserve fund, 12,000.
ADVANCES made upon approved real and other securities.
DEFERRED PAYMENTS on Wagon Leases and other contracts purchased or advances made thereon. HENRY ALLBUTT, Secretary.

ESTABLISHED 1844.

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EMPOWERED by Special ACT of PARLIAMENT, 25th and 26th Vic., cap. 74.
Terminating annual premiums and sums assured payable during life.
PECULIAR ADVANTAGES OFFERED TO POLICY HOLDERS BY THIS SOCIETY.

The profits applied—first, in extinguishing the premiums AT A GIVEN DATE, and afterwards in making the policy PAYABLE DURING LIFE; this important advantage being secured without the payment of any additional premium.
ANDREW FRANCIS, Secretary.

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
1500	Alderley Edge, c, Cheshire*	10 0 0	—		10 1 8	0 10 0	July 1868
200	Botallack, t, c, St. Just	91 5 0	—		488 15 0	5 0 0	May 1866
4000	Brookwood, c, Buckfastleigh	1 11 0	—		0 12 6	0 2 6	Aug. 1868
1000	Bronfloyd, l, Cardigan*	12 0 0	—		10 1 0	0 6 0	Aug. 1868
5094	Bwlch Consols, s-l, Cardigan	4 0 0	—		0 5 0	0 5 0	June 1868
6400	Cashwell, l, Cumberland*	2 10 0	—		0 3 0	0 1 6	Aug. 1868
916	Cargoll, s-l, Newlyn	15 5 7	21		14 15 0	0 10 0	July 1868
509	Creegbrawse and Penkevil, t	—	—		2 5 0	1 5 0	April 1868
867	Cwm Erfin, l, Cardiganshire*	7 10 0	—		28 8 0	0 15 0	July 1868
128	Cwmystwith, l, Cardiganshire	60 0 0	—		383 10 0	2 0 0	Aug. 1868
280	Derwent Mines, s-l, Durham	300 0 0	—		177 0 0	2 10 0	July 1868
1024	Devon Gt. Consols, c, Tavistock†	1 0 0	—	380 400	1115 0 0	6 0 0	Sept. 1868
656	Ding Dong, t, Gulval‡	49 14 6	15		0 10 0	0 10 0	Sept. 1867
358	Dolcoath, c, t, Camborne	128 17 6	250	240 260	852 10 0	4 0 0	Aug. 1868
6144	East Caradon, c, St. Cleer†	2 14 6	3	2⅞ 3⅛	14 11 6	0 2 0	July 1867
300	East Darren, l, Cardiganshire	32 0 0	—		160 10 0	2 0 0	July 1868
128	East Pool, t, c, Pool, Illogan	24 5 0	—		442 10 0	7 10 0	Sept. 1868
1906	East Wheal Lovell, t, Wendron	3 9 0	6½	6½ 7	4 1 6	0 10 0	May 1868
2800	Foxdale, l, Isle of Man*	25 0 0	—		71 10 0	0 10 0	July 1868
5000	Frank Mills, l, Christow	3 18 6	1⅞	1⅝ 1⅞	3 5 6	0 5 0	Feb. 1866
3950	Gawton, c, Tavistock	3 10 6	—		0 3 0	0 3 0	Jan. 1868
15000	Great Laxey, l, Isle of Man*	4 0 0	19	17½ 18½	9 5 0	0 10 0	Sept. 1868
5908	Great Wheal Vor, t, c, Helston†	40 0 0	12½	11 12	13 11 0	0 7 6	Sept. 1868
1024	Herodsfoot, l, near Liskeard†	8 10 0	41		46 10 0	1 10 0	June 1868
6000	Hingston Down, c, Calstock†	5 10 6	—		0 10 0	0 5 0	April 1866
165	Levant, c, t, St. Just	10 8 1	—		1095 0 0	2 0 0	July 1868
400	Lisburne, l, Cardiganshire	18 15 0	—		509 0 0	3 0 0	July 1868
3000	Maes-y-Safn, l, Flint*	20 0 0	—		3 15 0	0 15 0	Mar. 1868
9000	Marke Valley, c, Caradon	4 10 6	7½	6⅜ 6⅝	4 9 0	0 4 6	July 1868
3000	Minera Boundary, l, Wrexham*	1 0 0	—		0 13 0	0 3 0	Mar. 1866
1800	Minera Mining Co. l, Wrexham*	25 0 0	180	170 180	239 13 0	6 0 0	Aug. 1868
20000	Mining Co. of Ireland, c, l, cl	7 0 0	15	15 15¼	—	9 p.ct.	July 1868
40000	Mwyndy Iron Ore*†	3 5 0	—		0 8 6	0 2 0	Mar. 1868
200	Parys Mines, c, Anglesey*	50 0 0	—		162 10 0	2 10 0	Aug. 1868
12800	Prince of Wales, t, Calstock	0 12 6	1⅞	2 2⅛	0 7 6	0 1 0	Aug. 1868
1120	Providence, t, Uny Lelant†	10 6 7	22	21 23	85 2 6	0 10 0	June 1868
512	South Caradon, c, St. Cleer†	1 5 0	—		592 10 0	6 0 0	July 1868
6000	South Darren, l, Cardigan*	3 6 6	—		0 13 0	0 1 6	Aug. 1868
937	South Wh. Crofty, c, Illogan	24 10 10	14	13 14	0 10 0	0 10 0	June 1868
496	So. Wh. Frances, c, Illog.†‡	18 18 9	18	25 27½	374 13 6	1 0 0	Mar. 1868
508	Summer Hill, l, Mold	3 13 6	—		2 5 6	0 5 0	Feb. 1868
6000	Tincroft, c, t, Pool, Illogan†	9 0 0	13	12½ 13	19 16 0	0 5 0	Sept. 1868
2000	Trumpet Cons., t, Helston	11 10 0	—	12 13	13 0 0	0 10 0	June 1868
3000	W. Chiverton, l, Perranzabuloe†	10 0 0	61½	60 61½	29 7 6	2 0 0	Aug. 1868
5000	West Godolphin, t, c, Breage	0 1 0	—		0 2 0	0 2 0	Dec. 1867
400	W. Wheal Seton, c, Camborne†	47 10 0	157	152½ 157½	605 0 0	5 0 0	Aug. 1868
512	Wheal Basset, c, Illogan†	5 2 6	62	67½ 72½	632 10 0	1 0 0	June 1868
1024	Wheal Friendship, c, Tavistock	20 0 0	—		300 10 0	0 10 0	Nov. 1866
512	Wheal Jane, s-l, Kea	10 10 0	—		—	1 0 0	July 1868
4295	Wheal Kitty, t, St. Agnes	5 4 6	—		3 9 0	0 2 0	Aug. 1868
1024	Wheal Mary Ann, l, Menheniot†	8 0 0	18½	16 18	66 0 0	0 17 6	Sept. 1868
80	Wheal Owles, t, St. Just‡	70 0 0	—		350 13 0	7 10 0	Feb. 1868
396	Wheal Seton, t, c, Camborne	58 10 0	50	47½ 52½	254 15 0	2 0 0	Feb. 1868
3000	Whitewell Lead, Clitheroe*	0 5 0	—		1 0 0	0 10 0	Dec. 1867
17000	Wicklow, c, i, Wicklow	2 10 0	12¾	12¼	48 16 0	0 6 0	April 1868

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
35000	Alamillos, l, Spain*†	2 0 0	1⅞		0 4 6	0 2 0	Sept. 1868
20000	Australian, c, South Australia†‡	7 7 6	—		0 1 6	0 0 6	Aug. 1868
15000	Cape Copper Mining*†	7 0 0	—		3 2 6	0 10 0	Feb. 1868
30000	Central American Association*†	1 10 0	—		—	—	
76162	Don Pedro North del Rey*†‡	0 14 0	3¼	3⅛ 3⅜	1 0 3	0 3 0	Sept. 1868
70000	English and Australian, c‡	2 10 0	—		—	0 1 0	Feb. 1868
25000	Fortuna, l, Spain*†	2 0 0	2	1¾ 2	1 11 10	0 2 6	Sept. 1868
20000	Gen. Mining Assoc., Nova Scotia†	20 0 0	—		23 10 0	0 15 0	June 1867
10000	Gonnesa, l,*	5 0 0	—		10 per cent.		Aug. 1868
68000	Kapunda Mining Co., Austra†‡	1 0 0	—		0 1 4	0 0 6	May 1868
15000	Linares, t, Spain*†	3 0 0	3¼	2¾ 3¼	11 15 0	0 3 4	Sept. 1868
50000	Panulcillo, c, Chili*†	3 0 0	1		10 per cent.		Yearly.
6000	Peel River Land and Mineral*†	100 0 0	—		—	—	
10000	Pontgibaud, s-l, France†	20 0 0	—	10 12	5 6 2	0 11 11	May 1868
100000	Port Phillip, g, Clunes†	1 0 0	1⅞	1½ 1⅝	1 2 0	0 1 0	July 1868
120000	Scottish Australian Min. Co.†	1 0 0	1⅛	⅞ 1⅛	8 per cent.		May 1868
11000	St. John del Rey, Brazil*†	15 0 0	19¼	18½ 19½	81 10 0	4 5 0	Dec. 1867
13500	Vancouver Coal Mining*†‡	6 0 0	8½	7¾ 8¼	1 10 6	0 6 0	May 1868
50000	Victoria (London) [25000 £1 pd., 25000 12s. 6d. pd.]				0 9 7	0 0 7	July 1868
40000	West Canada Mining Co.*	1 0 0	—		0 19 6	0 2 6	May 1866

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
50000	Anglo-Argentine, s, Argentine Republic*	1 0 0	—		
100000	Anglo-Brazilian, g*†	0 10 0	⅝	½ ⅝	Nov. 1866
12500	Anglo-Italian, g*†	0 10 0	—		Jan. 1868
20000	Australian United, g	1 0 0	—		Mar. 1868
2464	Burra Burra, c, South Australia‡	5 0 0	—		
20000	Capula, s, Mexico*†	1 17 6	2⅛	1¾ 2	May 1868
30000	Chontales, g, s, Nicaragua*†	5 0 0	2⅜	2⅛ 2⅜	Mar. 1868
12000	Cobre Copper Company, c, Cuba†‡*	45 10 0	—		Jan. 1868
10000	Copiapo Mining Company, Chili†‡	16 10 0	—		
10000	Copiapo Smelting, Chili*	10 0 0	—		April 1866
300	Copper Miners' Co. of South Australia* [150 £100 pd., 150 £70 pd.]				Nov. 1866
15000	El Chico Silver Mining and Reduction Company*	5 0 0	—		Nov. 1866
40000	Fortune Copper Mining Co. of Western Australia	2 0 0	—		Fully pd.
50000	Frontino and Bolivia, g, New Granada*†	1 17 6	¾	⅝ ¾	May 1868
10000	Great Barrier Land, Mining, &c., New Zealand	5 0 0	—		Fully pd.
80000	Great Northern, c, South Australia†	1 11 6	—		Sept. 1862
50000	Javali, g, Nicaragua	1 0 0	—		June 1868
7927	Lusitanian (Portugal)†‡	2 15 0	—	½ ¾	Dec. 1866
83640	Mariquita, g, s, New Granada	1 0 0	—		Feb. 1868
12500	Nerbudda Coal and Iron, India*†	6 0 0	—		Dec. 1867
51000	New Quebrada, c, Venezuela*†	4 4 0	—		
15000	Otea, c, New Zealand*	2 0 0	—		Fully pd.
80000	Pestarena United, g, Italy*†	2 17 6	—		
10178	Rhenish Consolidated, l [6000 £5 pd., 4178 £2 10s. pd.]	—	—		May 1866
100000	Rossa Grande, g, Brazil*†	0 14 0	⅞	15s. 17s.	June 1867
15000	San Pedro del Monte, s, Mexico*	4 0 0	—		Sept. 1866
10000	San Roque, l, Spain	5 0 0	—		Fully pd.
10000	Sao Vicente, Brazil*†	0 10 0	—	⅜ ⅝	
100000	Taquaril, g, Brazil*	0 5 0	—		Oct. 1867
6000	Terreseu, s-l, Isle of Sardinia	2 0 0	—		
43174	United Mexican, s, Mexico†‡*	28 5 2	2	1¾ 2¼	May 1868
30000	Val Antigoria, g, Italy*	1 2 6	—		
6000	Val Sassam, s, c, l, Italy*†	8 0 0	—		Aug. 1868
45000	Victor Emanuel, c, Italy*	1 0 0	—		Fully pd.
20000	Washoe, g, Nevada†	5 0 0	—		Fully pd.
80000	Worthing, c, South Australia*†	1 0 0	½	⅜ ½	Fully pd.
75000	Yorke Peninsula, South Australia	1 0 0	—		Fully pd.
45000	Yudanamutana, c, South Australia*†‡	3 0 0	3	2⅞ 3⅛	Fully pd

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
1000	Carn Brea, c, t, Illogan‡	30 0 0	—		June 1868
3000	Chiverton, l, Perranzabuloe	10 15 0	—	3 3¼	Aug. 1868
3000	Chiverton Moor, l, Perranzabuloe	6 8 6	6⅝	6⅜ 6⅝	Aug. 1867
2880	Clifford Amalgamated, c, Gwennap‡	36 17 6	—		Aug. 1868
2450	Cook's Kitchen, c, Illogan‡	19 14 9	10¾	10 10½	July 1866
12800	Drake Walls, t, Calstock‡	2 5 0	⅜	6s. 9s.	Dec. 1866
512	East Basset, c, Redruth†‡	35 15 0	10	8 10	July 1868
6000	East Carn Brea, c, Redruth‡	4 0 0	¼		June 1868
6000	East Grenville, c, Camborne	4 0 6	2⅝	2⅜ 2⅝	Aug. 1868
4000	East Wheal Russell, c, Tavistock†	13 8 6	—		July 1868
6144	Gonamena, c, St. Cleer	7 9 9	—		Aug. 1868
5000	Great North Downs, c, Redruth	6 13 0	2	1½ 2	Feb. 1867
4800	Great Retallack, s-l, b, Perranzabuloe	2 16 6	—	3 3½	July 1868
5143	Great South Tolgus, c, Redruth	1 8 0	—		April 1868
1798	Great Wheal Fortune, t, Breage	31 7 4	—		Mar. 1868
400	New Wheal Seton, c, Camborne	60 10 0	55		April 1868
3457	North Downs, c, Redruth	5 8 10	—		Jan. 1868
695	North Roskear, c, Camborne	60 9 0	—	11 13	Sept. 1868
5936	North Treskerby, c, St. Agnes	1 9 0	½	6s. 8s.	Dec. 1860
3000	North Wheal Chiverton, l, Perranzabuloe	4 0 0	—		Mar. 1867
5000	Old Westminster, l, Denbigh	2 0 0	—		June 1867
1024	Rose and Chiverton United, l, Newlyn	6 0 0	6¼	5¾ 6¼	Aug. 1868
6138	South Condurrow, t, c, Camborne	4 3 6	¼		June 1868
940	St. Ives Consols, t, St. Ives‡	10 15 0	—		Nov. 1867
920	Stray Park, c, t, Camborne†‡	45 5 8	1¾		April 1868
548	Trelyon Consols, t, St. Ives	16 0 0	3¾		Dec. 1866
6000	West Basset, c, Illogan†‡	2 0 0	—		May 1868
1024	West Caradon, c, St. Cleer‡‡	23 0 0	2½	2 2½	July 1868
12800	West Drake Walls, c, Calstock	0 5 0	⅜	6s. 8s.	Feb. 1868
2582	West Great Work, t, Breage	5 11 0	—	2 2½	June 1866
6000	West St. Ives, t, c, St. Ives	0 2 6	10s.		May 1868
512	West Wheal Frances, t, Illogan	106 15 0	28	25 26	
5000	West Wheal Kitty, t, St. Agnes	3 2 0	10s.	⅜-½	April 1868
6000	Wheal Agar, c, Illogan	7 11 0	—		Jan. 1867
512	Wheal Buller, c, Redruth†‡	27 0 0	—		Aug. 1868
811	Wheal Emily Henrietta, c, Illogan	20 0 0	27½	20 22	Jan. 1868
5724	Wheal Grenville, c, Camborne†	10 8 0	1⅜	1⅛ 1¼	Sept. 1868
1040	Wheal Trelawny, s-l, Liskeard†	8 17 0	—	8 9	Sept. 1868
5000	Wheal Uny, t, c, Redruth	10 14 6	2	1¾ 2	Oct. 1867

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done
4000	Ballacorkish, I. of Man, l, c*	4 0 0	—	
4000	Bedford Consols, c, Tavistock	3 0 6	¾	⅝ ¾
4000	Bedford United, c, Tavist.*	2 13 8	1⅞	1⅝ 1⅞
1248	Boscaswell, t, c, St. Just	7 6 0	—	
5000	Bottle Hill, t, Plympton	1 14 6	—	
5000	Bryn Gwiog, l, Flint	0 18 0	—	
1200	Bryn Gwyn, l, Mold*‡	9 0 0	—	
7500	Brynystwith, l*	0 10 0	—	
1000	Budnick Consols, c	2 5 0	—	
6000	Bwadrain Cons., s-l, Cardig.	3 2 0	—	
30000	Caldbeck Fells, l, Cumberld.*	1 15 0	—	
1000	Camborne Consols, c	18 10 0	—	
11000	Cape Cornwall, t, c* [8000 £2 10s. pd., 3000 25s. pd.]			
5000	Capel Bauhaglog, l, Mont.	1 10 0	—	
914	Caradon Consols, c, St. Cleer	32 13 6	—	
1000	Cardynham China-clay*	3 0 0	—	
6000	Carn Camborne, c, Cambrn.	2 7 6	—	
2000	Carnmarth Granite Co.*	—	—	
20000	Carysfort [3200 £2½ pd., 16800 £1 ½ pd.]			
2500	Central Minera, l, Wrexham*	3 1 6	—	
16000	Central Snailbeach l*	0 0	—	
3000	Chiverton Valley, l, Perranz.	2 0 0	—	
2048	Colquite & Callington Un., c.	1 3 0	2⅛	2⅛ 2⅜
256	Condurrow, c, t, Camborne‡	76 10 0	—	
50000	Connorree, c, sul, Wicklow*	1 0 0	—	4s. 5s.
983	Copper Hill, c, Redruth‡	12 10 0	—	
1000	Cornwall Hematite Co.*	5 0 0	6¼	
1055	Craddock Moor, c, St. Cleer‡	13 15 0	—	
12000	Crelake, c, Tavistock	3 12 0	—	
6000	Cuddra, t, St. Austell	5 10 0	—	
740	Eaglebrook, l, Talybont*	19 15 0	—	
1000	East Basset and Grylls, t	3 5 0	—	
6000	East Bottle Hill, t	0 11 0	—	
4000	East Chiverton, l, Perranz.	3 0 9	—	
4000	E. Gunnislake & S. Bed. c.	10 19 0	—	
6000	East Laxey, l, Isle of Man	3 0 0	—	
5000	E. Rosewarne, c, t, Gwinear	2 17 0	—	
6000	East Snaefell, l, I. of Man*	3 0 0	—	
5610	East Seton, c, Camborne	0 16 6	—	¾ ⅞
1190	E. Wh. Agar, c, St. Cleer	12 17 0	—	
5000	E. Wh. Rose Con., l, Per.*	2 10 0	—	
6000	Ebury Lead Min. Co., Flint*	1 15 0	—	
6000	Fortescue Cons., c, Tavistock	0 12 6	—	
940	Fowey Con., c, Tywardreath‡	5 4 6	—	
1026	Garden, c, Morvah	6 15 3	—	
6000	Gen. Min. Co. for Ireland, c.	5 10 0	—	
10000	Glan Alun, l, Mold	0 12 0	⅝	12s. 13s.
40000	Glasgow Caradon c* [30000 £1 pd., 10000 15s. pd.]			
5700	Goginan, Cardigan, l	12 10 0	—	
6000	Gothic, s-l, Cardigan*	2 10 0	—	
486	Grambler & St. Aubyn, c†‡	74 0 0	—	
10000	Great Cwmsymlog, s-l*	1 15 0	—	
4096	Great Caradon, c, St. Ive	4 1 0	—	
5000	Great Mona, l, Isle of Man*	4 0 0	—	
12500	Gt. No. Laxey (Isle of Man)*	1 0 0	—	
6000	Great North Tolgus	1 0 0	—	
1000	Great N. Tolgus, c, Illogan	10 0 0	—	
15000	Great Rhosesmor, l	5 0 0	—	
6000	Gt. S. Chiverton, s-l, Perranz	1 16 0	1¾	1½ 1¾
3313	Gt. Wh. Baddern, t, Devoran	7 17 6	—	
119	Great Work, t, Germoe	100 0 0	—	
10240	Gunnislake (Clitters'), t, c.	4 19 0	—	
6068	Gwydyr Park, l, Llanrwst	1 11 0	—	
6400	Harwood, l, Durham*	0 7 6	—	
2500	Laxey Neath Smelting Co.*	3 10 0	—	
1019	Leeds and St. Aubyn, t, c	19 13 4	—	
5120	Lovell Consols, Wendron, t.	0 6 0	—	
6000	Maudlin, c, Lostwithiel	4 7 0	—	
6000	Mid-Wales, s-l,*	2 10 0	—	
4662	Minera U., l* [2500 £4 p., 2162 £1 12s. 6d. p.]			
1000	Montgomeryshire, l, b*	3 0 0	—	
640	Mount Pleasant, l, Mold	4 0 0	—	
1024	Nangiles, t, c, Kea	30 12 0	—	
12800	Nether Hearth* [6400 £1 pd., 6400 2s. pd.]			
6000	New Birch Tor & Vitifer, t‡	1 13 6	—	
1500	New Chiverton, l, Perranz.	0 17 0	—	
6000	New Clifford, c., Gwennap*	2 15 0	—	
24000	New Cornish [12000 £1 pd., 12000 15s. pd.]			
6400	N. Crow Hill, l, St. Stephen.	3 6 6	—	
6514	New E. Russell, c, Tavistock	0 12 6	—	
20000	New Gt. Cons., c, Tavistock*	0 17 6	—	
3000	New Huntingdon, t, Devon	0 1 0	—	
6400	New Pembroke, St. Blaz. t, c	1 12 0	—	
3680	New Treleigh, c, Redruth	—	—	
667	New Trevenen, t, Wendron.	12 1 6	—	
6000	New Westminster, l	5 10 0	—	
4096	New Wh. Lovell, t, Wendron	1 17 0	—	⅞ 1
5610	N. Wh. Crofty, c, Illogan†	3 11 3	1½	1¼ 1⅜
2000	N. Wh. Towan, c, t, Wendron	1 10 0	—	
5000	No. Dolcoath, c, Camborne	4 3 0	—	
1361	No. Grambler, c, Redruth	9 3 9	—	
6000	North Jane, t, s-l, Kenwyn	3 3 0	—	
2000	North Levant, t, c, St. Just	10 12 0	—	10 11
4000	No. Phœnix, c, Linkinhorne	4 11 0	—	
3240	North Pool, c, Illogan	5 16 0	—	
1024	No. Retallack, c, Perrazabuloe	2 0 0	—	
1935	No. Shepherds, l, Newlyn*	6 10 0	—	
6000	North Wheal Basset, c, t†	5 0 0	—	
6144	N.W. Robert, c, Smp. Spiney	4 8 11	—	
12288	Okel Tor, c, Calstock	2 7 4	—	
8000	Old Gunnislake, c, Calstock	3 9 6	—	
6400	Par Consols, c, St. Blazey†‡	2 14 6	—	
8465	Pedn-an-drea, t, Redruth	6 8 6	—	
5000	Pendeen Consols, c, St. Just	7 1 0	—	
4000	Penhale United, s-l, Perran.*	2 15 0	—	
2177	Penhale Wh. Vor, t, c, Breage	5 12 6	—	
5000	Penhalls, t, St. Agnes	3 0 0	—	
1772	Polberro, t, St. Agnes	15 0 0	—	
6000	Prosper U., t, c, St. Hilary	9 4 0	—	
12000	Redmoor, c, t, Callington	1 17 6	¼	
6000	Reinnie Laxey, l, I. of Man*	4 10 0	—	
3000	Rhydtalog, s-l, Cardigan	0 5 0	—	
6000	Roaring Water, c*	2 15 0	—	
2000	Rosecliff and Tolcarne, l*	9 10 0	—	
5915	Rosewall Hill & Ransom, c.	3 5 0	—	
10000	Royalton, t, St. Columb	1 1 0	1½	1¼ 1½
20500	Snaefell, l, Isle of Man*	1 0 0	—	
12000	Sortridge Cons., c, Tavistk.†	2 5 6	—	
512	South Basset, c, Gwennap	30 10 0	—	
3000	So. Chiverton, s, l, Perranz.	6 2 6	—	
6000	S. Dolcoath & Carnarth. Con.	2 16 6	—	
3000	So. Fowey, c, Tywardreath	0 15 0	—	
3395	So. Herodsfoot, l, Liskeard	4 10 0	1	¾ 1
30210	South of Scotland, c*t	1 0 0	—	
2739	South Trevenna, c,	2 10 0	—	
6000	South Wheal Grenville, t, c.	1 5 6	—	
400	So. Wh. Seton, c, Camborne	83 13 0	—	
236	Spearne Consols, t, St. Just	4 4 4	—	
242	Spearne Moor, t, St. Just	6 2 0	—	
673	St. Ives Wh. Allen, t, St. Ives	18 18 7	—	
8771	St. Just Amalg., t,* [6000 £3 10s. pd., 2771 £2 5s. pd.			
300	Steeple Aston Iron Ore Co.	7 0 0	—	
7000	Stiperstones, l, Salop*	5 10 0	—	
6000	Tamar Valley, s-l, Beeralston	0 10 0	—	
3500	Tin Hill, t, St. Austell	1 12 6	—	
501	Tresavean and Trethurrup.	16 11 0	—	
4096	Trewetha, s-l, Menheniot	10 19 6	—	
1943	Treworlis, t, Wendron	11 15 4	—	
4200	Vigra and Clogau, c, Dolg.*‡	5 10 0	—	
2500	West Briton, Crowan	1 2 6	—	
256	West Damsel, c, Gwennap	38 10 0	—	
1000	West Devon Cons., c, Tavistck.	—	—	
12000	W. Maria & Fortes., c, Lam.	3 13 0	—	
12800	West Prince of Wales, c.	0 10 0	⅛	¼ ½
1000	West Rose Down, c, Linking.	21 10 0	—	
512	West Tolgus, c, Redruth	60 10 0	37	35 36
4096	W. Wh. Tremayne, St. Erth	0 10 0	—	
741	Wheal Basset and Grylls, t	7 18 6	—	
6000	Wheal Crebor, c, Tavistock	2 7 6	—	
4000	Wh. Emma, c, Buckfastleigh	3 19 0	—	
6000	Wheal Ida, s-l, St. Ive	1 6 6	—	
1024	Wh. Kitty, t, Uny Lelant†	3 10 6	6	
896	Wh. Margaret, t, Uny Le.‡	13 17 6	—	
728	Wheal Margery, St. Ives, t, c	27 4 0	—	
6000	Wheal Mary Florence, c*	2 6 0	1¼	
1000	Wh. Mary Hutchins, c, Plymp.	2 0 6	—	
2000	Wheal Rose, c, Scorrier	0 10 0	—	
6000	Wheal St. Vincent, s	0 1 0	—	
1920	Wh. Trannack, c, Sithney	1 13 3	—	
1200	Wheal Trevenna, t, c*	10 0 0	—	

MISCELLANEOUS.

Shares.	Company.	Paid.	Last Pr.	Bus. done
60000	Anglo-American Telegrh.*†	10 0 0	20⅝	20⅞ 21⅛
10000	Arklow Chemical Works, l.	1 0 0	—	
80000	Ebbw Vale Iron Co.*†	27 0 0	14¼	
148525	London Gen. Omnibus*†	4 0 0	1⅞	1¾ 2

b, blende; cl coal; c, copper; g, gold; l, lead; s, silver; sl, slate; sl, silver-lead; t, tin; z, zinc.

*** Companies marked thus * have been incorporated with Limited Liability; those marked † have been admitted on the Stock Exchange, those marked thus ‡ have paid Dividends.

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